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American Railroad Journal.

New York Saturday, October 3, 1868.

Union Pacific Railroad.

The Union Pacific Railroad Company have just published a pamphlet replete with important information touching the present and future of this great marvel of engineering skill. Opposite the title page is a map clearly defining the route of the road, and its pages throughout are illustrated by vignettes, in excellent taste, both in design and engraving. The pamphlet treats on the progress of the work and its character; the agricultural resources of the region through which it passes, and its mineral wealth. And gives interesting figures showing the present and prospective earnings of the road, its profit to the Government and the entire country. The cover is very attractive; its medallion centre is occupied by two female figures with clasped hands, representing the union of the East and West. Around and about them are the implements of husbandry and the arts, and in the distance the great slaves of commerce by land and sea—the steamboat and the railroad engine. The East is clad in flowing silk and adorned with jewels; the West in severe simplicity of garb, carries the wand, surmounted by the cap of liberty; a cornucopia lies between them.

Wharton's Safety Railroad Switch.

We invite attention to the advertisement of this Switch in another portion of our paper. The chief feature of this Switch is that by its use the continuity and solidity of both rails of the main track are entirely undisturbed; and therefore switches, so far as the main track is concerned, are entirely dispensed with. The great saving effected in the wear and tear of both rails and rolling stock, as well as the perfect protection it affords to trains traversing the main track in case the switch is by accident left wrong, should not be overlooked by railroad companies.

The Philadelphia and Reading Railroad Company, after a severe trial of 18 months, purchased the right to use them; and now, after a still further and much more extended experience—almost three years in all—upon their main down track, which carries the loaded coal cars, they are putting them down upon their tracks generally.

The annexed certificate from the Chief Engineer of the company will show the estimation in which it is held by that gentleman:

ENGINEER'S OFFICE,
PHILA. AND READING R. R. Co. }
Pottstown, September 4th, 1868.

WILLIAM WHARTON, JR., Esq.

Dear Sir:—My experience, during the past year and a half, with your Safety Switch, proves it to be all that is claimed for it, in respect to safety and economy. Its great economy and advantage consists in its entire freedom from wear, by the through traffic, it only comes into service when necessary to transfer a train from the main track to sidings; thereby avoiding, from [the general trade, wear to itself and to the rolling stock.

Its worst feature is its appearance—but on account of its superior merits, I think Engineers and Superintendents of Railroads will come to use it sooner or later. Immunity from accident, to through trains, is the great desideratum in Railway management; and so far as relates to the track, this switch secures it.

Yours truly,
CHARLES E. BYERS,
Chief Engineer.

The earnings of the Erie Railway for the first seven months of the current fiscal year, January to July, inclusive, were \$7,680,068, against \$7,593,252 during the corresponding period of 1867—an increase of \$86,816.

Chicago, Burlington and Quincy Railroad.

The earnings of this road for the years ending April 30, 1867 and 1868, were as follows:

	1867.	1868.
From freight.....	\$4,124,692 99	\$4,216,911 36
" passengers.....	1,543,714 15	1,482,506 92
" mails, etc.....	414,730 91	455,228 97
	\$6,083,138 05	\$6,154,647 25

Expenses, viz:

Repairs of track.....	\$845,254 72	\$682,125 17
" bridges.....	36,526 10	14,412 55
" buildings.....	84,275 32	67,104 16
" fences.....	4,096 18	10,089 18
" docks.....	5,917 15	9,682 31
" locomotives.....	328,646 43	365,189 55
" cars.....	364,245 16	405,006 26
Loss and damage.....	40,901 99	39,196 02
Fuel consumed.....	254,893 28	296,697 80
Stationery.....	28,248 10	28,832 25
Oil and waste.....	85,894 40	69,271 55
Foreign agencies.....	16,090 52	20,369 09
Train service.....	174,824 02	187,676 86
Engine.....	240,750 66	258,128 87
Station.....	312,280 25	312,987 78
Water.....	33,766 70	42,084 01
Ferriage.....	40,379 15	65,955 21
General expenses.....	197,903 94	190,456 93
	\$3,093,574 07	\$3,067,165 55

Earnings less exp.....	\$2,989,563 98	\$3,087,481 70
Add balance April 30, 1867.....	1,905,496 00	
Trustees Quincy and Chicago R.R.....	24,571 74	
Interest and exchange.....	43,081 39	

Total.....\$5,060,630 83

From which deduct:

Rent of tracks.....	\$10,970 00
Interest on bonds.....	363,554 93
Taxes, State & county.....	128,305 90
Taxes National, dividends.....	197,205 00
Taxes National, manufactures & earnings.....	71,231 20
Transfer office exp.....	1,000 00
Dividend May 15, '67.....	519,950 00
" Sept. 15, '67.....	519,950 00
Distribution of stock, September 15, 1867.....	2,079,800 00
Dividend, Mar. 16, '68.....	627,195 00
45 C., B. & Q. bonds purchased for sinking fund.....	49,500 00
	4,568,662 03

Leaving balance to credit of income account April 30, 1868.....\$491,968 80

The gross earnings of the road (including interest and exchange, \$43,081 89,) have been \$6,197,728 64; and the ordinary expenses of operating and maintaining the road, including taxes, State and County, the tax on the manufacture of cars and tax on dividends, and rent of tracks, depots, etc., \$3,475,877 65—leaving for interest and dividends during the year, \$2,721,850 99; to which add surplus from the former year (\$1,930,067 74,) and the balance to credit of income account, but for payment of dividends and interest, would have been \$4,651,918 73. The amount paid for dividends during the year has been \$1,667,095; for interest, \$363,554 93; stock distribution, \$2,079,800; expended for bonds for sinking fund, \$49,500—total, \$4,159,949 93, leaving balance to credit of income at the close of the year \$491,968 80, exclusive of the amount paid into the sinking fund up to that time, viz: \$878,225 99. If the amount paid into the sinking fund may be deemed a proper credit to the income account, the balance of that account is \$1,370,194 79. The report says:

The gross earnings of the road are, it will be observed, a little in excess of those of the year ending April 30th, 1867, a result not at all anticipated by the board in its report of the business of that year. In that report they state that the failure of the corn crop, which is the great staple of Illinois and which was to a great extent destroyed by frost, would seriously impair the revenues of the road for the then coming year, not only directly, but indirectly also, greatly affect them as it would affect the general prosperity and more or less affect every branch of business.

These predictions have not been realized and the aggregate business of the road has been fully equal to that of any prior year. This has been owing to the extraordinary high prices of grains of all kinds which has induced the farmer to sell much closer than usual, and has brought the full surplus and perhaps more than the actual surplus into market. So high have been the prices, that for the first time in the history of railroads, the transportation of grains from Chicago and the country west of it to New York, by rail, has continued during the whole winter. The result has been that probably much of the corn, which usually waits the opening of navigation to move, has been moved during the winter by rail.

Although it is apparent that it is not safe to predict a diminished business by reason of the failure of the great staple crop, yet it is quite probable that this movement of corn to the seaboard during the winter months will be felt in a diminished business during the summer months when the movement of corn has usually taken place.

The aggregate tonnage of freight transported over the road has not been quite equal to that of the year ending with April, 1867, while the prices have been somewhat better. Some large items of business have fallen off while others have largely increased. The number of cattle transported, for instance, is not equal to that of the former year by 26,000, while the number of hogs has exceeded that of the prior year by 163,000. The traffic in lumber has considerably increased, while that in corn has diminished not quite, but nearly one-half. While, however, there have been these variations in the staples of the country still the aggregate volume of the traffic has not materially changed and has actually yielded a somewhat larger revenue than in the prior year.

In passenger traffic there has been a falling off of \$61,207 23, not quite so great as the increased revenue from freight. This decline in passenger business is common to nearly all the roads in the West, and perhaps is so with quite all of them where no additional road has been made tributary to them during or shortly before the year began, and counteracting, so far as they are con-

cerned, the gradual decline of travel which has been generally observable since the close of the war.

The operating expenses have not varied materially from those of past years, having been, exclusive of taxes 49.83 per cent. of the gross earnings, and inclusive of taxes 53.07 per cent. and about one per cent. less than the same expenses during the prior year, evincing an economy in management it is believed equalled by that of very few railways in the country. Yet while there has been great economy used in attaining this result the track of the road and all its appointments have been fully kept up and it is believed they were never in better condition than at the present time. The equipment, both of machinery and rolling stock, are in excellent order, and the condition of the whole property of the company has been kept up to the best working standard, which it has ever been the aim of the managers of the road to fully maintain.

There has been relaid upwards of thirty-five miles of the track with new or re-rolled iron, of which about three miles are steel rails. These last have been laid where they will be subject to the heaviest wear in order to test their quality and durability as compared with iron. The result thus far has not been such as to encourage the board in an extended use of it in the ordinary track of the road. There has also been added about nine and a quarter miles of side or double track during the year, and an additional amount of continuous double track from Mendota eastward is now being put down. Several of the bridges have been rebuilt with iron superstructures resting upon stone foundations, and so nearly all the bridges upon the road are of those materials that the annual expense of keeping them in repair has been a comparatively small item; that of the last year having been less than any previous year. A very short period will now elapse before there will be no bridge, except of iron, but little affected by decay and not subject to destruction by fire. About sixty miles of road has been ballasted with stone or gravel, a very considerable portion of which had never received any ballast before and much of which had not been sufficiently ballasted. There remains perhaps thirty-three miles between Galesburg and Quincy, of which eleven miles is between Quincy and Camp Point, and about thirty between Galesburg and Burlington yet to be done. As material for this purpose must be taken from a great distance the work is necessarily slow. But the whole will be completed as soon as practicable.

Thirty-one miles have been fenced, very nearly closing up that work, and on the main lines entirely so. Mainly thoroughly covered with heavy ballasting and with its bridging mostly iron, the whole road bed is rapidly assuming the most permanent form and subject to as little expense for maintenance as is possible in this country unless it shall be found to be good economy to substitute steel entirely for iron in the track, of which the board is not yet satisfied.

It has been found necessary to acquire, at Aurora, additional land for the enlargement of the machine and car works of the company at that place, and at other points upon the lines some small necessary purchases have been made. The principal shops of the company are at Aurora, and as they require enlargement it has been thought best to acquire all the additional land likely to be needed in the future. This has been done and at moderate expense to the company. The necessity for it had become imperative.

The equipment of the road has been somewhat enlarged during the year. Three new locomotives, six new passenger coaches, two new baggage and express cars, and one hundred and eighty-five freight and way cars have been added to the machinery and rolling stock.

Since the date of the last report the important work of bridging the Mississippi, both at Burlington and Quincy, has been mainly done and the bridges at both points will soon be ready for use. That at Quincy does not involve the finances of this company, being built by a bridge company,

but under such arrangements with all the railroad companies terminating at Quincy, that the charges of tolls for crossing the bridge must always be moderate, and there being no authority or right in the bridge company to exact tolls in the course of a year, to more than enough to make a ten per cent. dividend upon the stock in the bridge company, and the business of all roads being tolled alike, an arrangement which was deemed eminently fair for the railroad companies securing the use of bridge at reasonable charges for tolls, and which will be constantly diminishing as the business of the several roads increases, while the railway companies were relieved from the necessity of raising money for the construction of the bridge. The bridge at Quincy is in all about four thousand feet long and will be opened for use in August or September it is believed.

The bridge at Burlington is about two thousand two hundred and thirty-seven feet long, and is built from the funds of this company entirely, and it is expected to be ready for use within the next six weeks. Both bridges rest upon stone piers of the most solid construction, and the superstructure of both will be entirely of iron, in the style of the Pratt Truss, so called. Both of them will be drawbridges, and when complete will be structures of great beauty as well as of very great utility and importance to the business of the country as well as of the railway companies.

The capital stock of the company, which stood at the date of the last annual report at \$10,399,010, has been increased by a distribution to represent the surplus standing to the credit of income account of twenty per cent. of stock to the stockholders, amounting to \$2,079,800, and by conversion of bonds (convertible) amounting to \$44,000, and by fractional stock dividend, \$21,220. The present capital stock of the company now therefore stands at \$12,554,030.

Its funded debt and other liabilities created for the construction of the road and the purchase of the road from Galesburg to Quincy, including \$270,000 due on that purchase and not yet called for at the date of the last report, amounts to \$5,488,750. The whole aggregate capital stock and debt now therefore is \$18,032,780.

The gross revenues of the property represented by this aggregate of debt and capital has been during the past year, \$6,197,728 64. The net earnings above the interest on the debt and expenses including taxes of all kinds above stated, including tax on dividends of cash and stock, has been \$2,359,296 06.

These taxes this year on four dividends alone have been about \$200,000, and considerably more than that on manufactures and for State and county taxes. It will be seen that there has been three cash dividends paid during the last year. This is owing to the change made a year ago by the board in the time at which dividends should be made. Heretofore they had been payable in May and November, while the great mass of the earnings of the road were mainly between May 1st and November 1st, leaving the earnings for the rest of the year comparatively small and about one-quarter only of those of the whole year. By making the dividends payable March and September, the earnings of the year are much more equally divided than before. In making the change, however, and advancing the time of dividends two months, it brought three within the past year, and has somewhat increased the expenses of the year also by reason of the taxation upon them.

The local business of the company, which is its most important and valuable business, has been fully maintained the present as in the past years. Of the \$6,197,728 64 of its gross business, the amount contributed to it by business passing over it to and from the Hannibal and St. Joseph Railroad has been \$607,597 90, and the amount contributed by the like business with the Burlington and Missouri River Railroad has been \$391,069 50, both together being in amount \$998,667 40, being something less than one-sixth of the aggregate business of this company.

While, however, the local traffic is the element of chief importance in the value of the property of the company, this through business, in connection with these two roads, is still of very great value and destined to become in the future of very much greater importance. That from both roads is now about a million, and it is probably quite safe to say that our net revenues are increased by this business to the extent of half a million. The western connections of the Hannibal and St. Joseph road are being rapidly extended north and west from St. Joseph, and south and west from Kansas City, with both of which points it is connected, and within a short period it is not unreasonable to suppose that the business of that road alone, passing over ours, will amount to a million and upwards.

The Burlington and Missouri River road has, the past year been extended about fifty miles, and will soon be complete to Aston, twenty-five miles farther. The increased extent of country tributary to our line by the last year's extensions has been an average of twenty-five miles, the whole extensions during the year being fifty. The business contributed to our road has increased during the year from \$358,069 46 to the sum \$391,069 50. Arrangements are now complete for pushing forward this road with all possible vigor to the Missouri, to the mouth of the Platt River, Plattsmouth, or to Omaha, a few miles above, as may be found most expedient. In either case it will have a connection with the Omaha or Union Pacific, quite as good as that of any road connecting with it from the east, and will be enabled from its connections east as well as by its own favorable route, to command a fair share of business in connection with that road while controlling all the local business of the country for a distance of 300 miles, through which it runs. The country through which this, as well as the Hannibal and St. Joseph Railroad runs, is of great fertility and will be rapidly developed.

The bridges at Quincy and Burlington will stimulate the business of both. The Burlington and Missouri is or will be owned mostly by this company, and its business must be mainly tributary to it. And with the road opened through, and with a through as well as a local traffic, the time cannot be far distant when its contributions to the business of our road must be doubled and trebled beyond what they now are.

Since last year, by authority of the stockholders, this company has entered into arrangements to aid that company for the farther amount of \$1,200,000, for the purpose of enabling it to extend its road across the State. The aid thus given, has enabled it to dispose of all the remaining bonds issued or authorized by virtue of the mortgage upon the lands and the property of the company, which provide all the money required to complete the road through. By the terms of the arrangement, which are probably familiar to all the stockholders of the company, the assistance given imposes no burden upon the finances of this company, as the fund from which the aid is given is created by the extensions of that road, and can in no case exceed in any one year the profits we derive from the business which that road will furnish. By such aid given from time to time the Chicago, Burlington and Quincy Railroad Company has secured the construction and completion of what is really an extension of its line west, for a distance of three hundred miles, and through that extent of fertile, and destined to be a populous country, and to a connection with the Union Pacific extending (shortly) to the Pacific coast, an extension which must forever be a large contributor to the revenues of this company. The aid to be rendered is only an annual subsidy from a fund created as above stated for a short term of years. At its termination the Chicago, Burlington and Quincy Railroad Company will be the large majority owner in the stock of that company and will have secured a connection which is not unreasonable to believe will soon contribute from a half a million and upwards to the net profits of this company.

The arrangements made with the Toledo, Wabash and Western for the joint use of the track of this company for about twenty-two miles from Quincy are working well and it is hoped will result in the friendly, at least not hostile, rivalry of the two companies. During the year coming there will be completed probably a line of road from Peoria, (in connection with the road extending eastward from Peoria to Logansport) to Keokuk and crossing the line of this company at Canton, on the Lewiston Branch, and at Bushnell on the Quincy main line. This road it is reasonable to suppose will, to some extent, divide with that of this company the business of that section of country through which it will run. It may, also, if not wisely conducted, somewhat affect the prices of the business by the competition which will be introduced. A true and wise policy may somewhat divide the business but will preserve the rates. Time and experience will develop its effects.

In concluding this report of another year's business it is not out of place for the Board to remark that considering the progress of improvements in the west, it would be remarkable if in time there should not be constructed roads which shall to some extent affect the value of the local traffic of the property belonging to this company. This is of course anticipated. The progress of the country, however, is so rapid, the development of the States west is going forward with such energy, and population is flowing thither in such tides, and the bas of the business of the company is so broadly laid, both in the direction of its main lines and in its local tributaries, sending their large business over the long extent of its main trunk to the outleting point of the country at Chicago, as well as in the extension of its connecting roads, so far to the west and southwest, and destined to bring to it so large a volume of business in the future, that they may also express their conviction that while, possibly, in some respects, changes may take place affecting some of its business, yet, that on the whole, its volume must continue largely to increase, and that the usefulness of their road to the country and the value of their investment therein to its stockholders themselves will continue to be evinced in the future as it has been in the past, in the steadily increasing revenues of the property.

The company have 122 locomotives, 55 passenger, 30 baggage, mail and express, 1 pay, 1,817 house freight and cattle, 555 platform and coal, 49 drovers' and conductors', 40 gravel and dirt, 2 tool, 1 pile driving, 99 rubble, 123 hand, and 2 wrecking cars.

Number of miles run by locomotives with passenger trains, 710,560; with freight trains, 1,225,100; with miscellaneous trains, 712,894—total miles run, 2,648,554. Average cost per mile run, 26.18 cents.

The number of passengers carried during the year was 908,038; of these, 43,730 were through, and 864,308 way. Of the through passengers, 24,873 went west, and 18,857 east. Of the way passengers, 434,105 went west, and 430,203 east. Total carried west, 458,978; do., east, 449,060. Total mileage of passengers, 39,781,829. Average do., 43.81. Earnings per passenger per mile 3.727 cents.

The whole tonnage moved over the entire line during the year, exclusive of company's freight, was 937,489; of which 428,906 tons were moved westward, and 508,583 tons eastward. Total number of tons moved one mile, 132,435,027. Average earnings per ton per mile, 3.20 cents. Company's freight moved, 126,915 tons; do., moved one mile, 8,236,739. Total tonnage, including company's freight, 1,064,404; do., moved one mile, 140,671,760.

GENERAL ACCOUNT.

Capital stock.....	\$12,544,030 00
Funded debt (See Bond List).....	5,218,750 00
Amounts due under decree of court foreclosing the mortgage on the Northern Cross Railroad not yet called for by the bondholders, and therefore retained by order of the court.....	270,000 00
Unclaimed dividends.....	2,853 00
Unpaid accounts and pay rolls....	296,850 02
Due agents and connecting roads..	83,099 82
Sinking fund.....	878,225 99
Balance to credit of income acc't..	491,968 80
	\$19,785,777 63
Construction.....	\$14,507,344 47
Equipment.....	3,205,407 62
Due on Northern Cross R. R.....	270,000 00
Materials on hand.....	440,151 06
Pullman Palace Car Company stock \$72,300.....	48,200 00
Steam ferry and other boats.....	45,456 91
Burlington depot grounds and accretions.....	126,137 55
Chicago teams for transferring fr'gt	4,500 00
Monthly traffic accounts and bills receivable.....	307,817 97
Burlington and Missouri River R. R. preferred stock, 5 installments	299,649 01
Due from agents and connecting roads.....	64,435 65
Deposits in New York, Boston and treasury.....	235,012 54
Deposits with Trustees sinking f'd.	231,664 86
	\$19,785,777 63

The directors chosen at the annual meeting

June 24, 1868, are as follows:

President.—JAMES F. JOY.

Directors.—Erastus Corning, James F. Joy, Chauncey S. Colton, John C. Green, Nathaniel Thayer, John M. Forbes, Sidney Bartlett, John W. Brooks, Robert S. Watson, William Boott and John N. Denison.

Chairman of Board.—JOHN N. DENISON.

Gen'l Superintendent.—ROBERT HARRIS.

Secretary and Treasurer.—AMOS T. HALL.

The Philadelphia Ledger says that the Kent County Railroad is rapidly being completed, and the contractors on the Queen Anne's County Railroad have nearly three hundred men at work. Seventeen miles of the road are now ready for the rails, and the opening for traffic with Philadelphia depends upon how soon the Delaware Railroad Company finishes the section from Masses's to Townsend.

We learn that arrangements are nearly completed for commencing the extension of the White Mountain Railroad from Littleton to Lancaster, and ultimately to the Grand Trunk line at Northumberland. The first section of the new road to be constructed will run from Littleton to the "Wing Road" in Bethlehem, a distance of 6½ miles.

We learn that a large force of workmen is engaged in the neighborhood of Bethlehem upon the extension of the East Pennsylvania Railroad to Easton. It is said to be the intention of the company to complete the road through to Easton as rapidly as possible.

The survey for the route of the proposed railroad to connect Georgetown with the Alexandria, Loudoun and Hampshire road has been commenced, under the direction of H. W. Brewster, Esq., city surveyor of Georgetown.

Railroads of the State of New York.
A tabular statement of their Capital, Bonds, &c., Length and Cost, Earnings, Expenses, Dividends, &c., for the year ending September 30, 1887.
 Compiled from the Annual Reports made to the State Engineer and Surveyor.

Railroads.	Capital Account.			Length of Track.			Cost of Road.			Gross Earnings.			Operating Expenses.			Dividends.		
	Stock.	Bonds.	Debt.	Total.	Main.	Branch.	M.	M.	M.	Passenger.	Freight.	Mail, &c.	Total.	Expenses.	Net Earnings.	Am't.	Rate.	P. c.
Adirondack.....	4,183,000	915,000	418,712	5,516,712	25.00	.....	0.33	2,079,059	25.00	7,332	11,133	.....	18,465	22,457	.....	.....	.....	.....
Albany and Susquehanna.....	1,774,824	2,486,000	239,767	4,500,691	108.00	.....	9.93	5,416,929	108.00	196,920	217,668	69,640	484,228	264,014	22,0214	36,000	6	.....
Albany and Vermont.....	600,000	.....	.....	600,000	12.00	.....	.....	2,411,056	.....	.....	.....	.....	.....	.....	.....	100,000	10	.....
Albany and West Stockbridge.....	1,000,000	1,389,569	.....	2,389,569	38.00	.....	47.00	2,411,056	49.14	111,899	445,481	26,782	584,112	413,668	170,446	8,177	4	.....
Atlantic and Great Western.....	2,779,892	2,999,990	106,462	5,886,344	49.14	.....	7.84	5,871,371	49.14	18,559	6,748	2,267	27,574	8,880	18,744	12,500	5	.....
Avon.....	194,250	22,000	.....	216,250	15.50	.....	0.50	217,344	15.50	.....	.....	.....	.....	.....	.....	77,000	7	.....
Blooming and Corning.....	250,000	48,000	.....	298,000	15.64	.....	5.41	582,346	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Buffalo, Bradford & Pittsburg.....	1,100,000	1,766,000	.....	2,866,000	26.00	.....	2.00	1,119,074	36.70	16,402	31,195	1,562	49,159	21,309	27,850	360,000	10	.....
Buffalo, Corry & Pittsburg (6).....	359,640	600,000	298,511	1,258,151	36.70	.....	1.00	5,109,933	88.00	965,303	1,367,125	19,802	2,352,230	1,815,886	536,394	66,500	7	.....
Buffalo and Erie.....	5,000,000	1,000,000	.....	6,000,000	88.00	.....	35.00	8,339,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Buffalo and Erie.....	950,000	2,389,000	.....	3,339,000	242.00	.....	13.80	3,339,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Buffalo, New York and Erie.....	114,046	.....	.....	114,046	.....	.....	.....	89,015	.....	30,628	94,674	1,739	127,041	176,073	.....	53,000	9	.....
Buffalo and Washington.....	589,110	.....	.....	589,110	34.61	.....	4.75	589,110	34.61	.....	.....	.....	.....	.....	.....	22,800	6	.....
Cayuga and Susquehanna.....	380,000	.....	.....	380,000	17.36	.....	12.50	400,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chemung (3).....	500,000	.....	.....	500,000	46.84	.....	2.89	500,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Elmira, Jefferson & Canandaigua.....	1,000,000	1,570,000	.....	2,570,000	78.00	.....	14.50	2,218,000	.....	2,931,833	11,204,689	180,691	14,317,213	11,402,811	2,914,402	567,305	.....	.....
Elmira and Williamsport.....	1,000,000	22,429,920	3,524,813	48,065,943	446.00	.....	79.00	49,247,770	873.00	2,025,801	2,841,258	400,941	5,267,100	4,051,956	1,215,165	572,084	8	.....
Erie Railroad.....	25,111,210	17,190	.....	45,010	4.00	.....	.....	17,505,087	150.00	2,025,801	2,841,258	400,941	5,267,100	4,051,956	1,215,165	572,084	10	.....
Hicksville and Cold Spring.....	27,820	.....	1,167	16,377,217	144.00	.....	159.65	17,505,087	.....	374,109	303,028	16,879	638,016	620,906	42,110	.....	.....	.....
Hudson River.....	9,981,500	6,394,550	.....	175,000	17.33	.....	4.00	4,206,820	117.00	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hudson and Boston.....	175,000	.....	.....	175,000	94.00	.....	20.00	4,206,820	117.00	.....	.....	.....	.....	.....	.....	.....	.....	.....
Long Island.....	8,000,000	825,000	.....	3,825,000	.....	.....	.....	271,375	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Middletown, Unionville and Water Gap.....	94,902	101,000	74,322	270,224	6.00	.....	.....	276,621	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Monongomery and Erie.....	148,232	130,000	.....	278,232	10.27	.....	0.66	36,594,405	685.86	4,082,023	9,151,761	786,740	13,979,514	10,869,713	3,109,801	1,734,891	6	.....
New York Central.....	28,637,829	12,069,829	29,224	40,606,820	397.75	.....	452.57	216,660	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
N. Y. Housatonic & Northern.....	193,660	.....	.....	222,884	5.00	.....	.....	250,000	14.25	111,180	2,500	.....	113,680	28,754	89,926	556,374	8	.....
New York and Flushing.....	125,000	.....	.....	125,000	8.00	.....	45.50	13,164,747	156.00	1,096,342	1,167,621	434,158	2,688,121	1,544,103	1,144,018	600,000	12	.....
New York and Harlem.....	6,785,050	6,080,625	.....	12,815,675	130.75	.....	63.82	7,720,346	79.39	1,768,900	357,489	204,460	2,380,849	1,468,281	862,568	60,000	6	.....
New York and New Haven.....	6,000,000	1,092,000	.....	7,092,000	62.25	.....	3.65	1,000,000	32.25	169,352	68,442	14,592	252,366	237,562	14,804	.....	.....	.....
Niagara Bridge & Canandaigua.....	1,000,000	.....	.....	62,145	21.45	.....	4.00	493,707	32.25	.....	.....	.....	.....	.....	.....	.....	.....	.....
Northern (of New Jersey).....	159,100	800,000	.....	621,245	6.25	.....	.....	296,748	122.00	172,825	713,755	22,074	908,654	585,468	283,101(5)	136,626	3	.....
North Shore.....	193,445	110,200	129,893	4,305,693	118.00	.....	18.00	4,954,779	28.58	49,290	58,832	3,074	111,196	55,598	55,598	38,016	8	.....
Ogdensburg & Lake Champlain.....	2,993,500	1,182,000	3,887	942,374	28.58	.....	3.25	925,999	38.29	128,688	101,062	115,571	345,324	173,890	171,934	4,240	.....	.....
Oswego and Rome.....	222,967	716,000	3,887	942,374	36.29	.....	3.16	1,300,775	23.00	23,677	23,650	1,409	48,777	44,586	236,516	48,000	6	.....
Oswego and Syracuse (3).....	482,400	573,500	4,875	1,060,775	23.00	.....	3.00	1,299,863	176.00	570,875	766,373	85,752	1,423,000	1,186,484	236,516	39,625	.....	.....
Pittsburg and Montreal.....	800,000	679,750	.....	1,479,000	26.22	.....	5.50	656,026	.....	472,340	596,513	77,619	1,146,472	638,784	507,685	238,550	10	.....
Rensselaer and Saratoga.....	567,560	70,000	500	628,060	18.45	.....	1.25	656,026	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Rochester & Genesee Valley.....	2,400,000	1,577,263	21,076	3,998,339	141.11	.....	17.40	4,000,724	218.21	.....	.....	.....	.....	.....	.....	.....	.....	.....
Rome, Watertown & Ogdensburg.....	11,870	.....	.....	11,870	21.00	.....	1.57	484,684	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Rondout and Oswego.....	300,000	40,000	.....	340,000	40.86	.....	3.37	980,207	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Saratoga and Schenectady.....	500,000	400,000	.....	900,000	40.86	.....	6.67	980,207	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Saratoga and Whitehall.....	11,600	.....	.....	11,600	.....	.....	.....	81,482	4.38	4,591	3,570	609	8,770	5,745	3,025	.....	.....	.....
Schenectady and Utica.....	47,285	15,000	.....	62,285	4.38	.....	0.06	4,712	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Schoharie Valley.....	12,860	.....	.....	12,860	.....	.....	.....	354,132	13.00	75,242	2,772	190,881	268,595	155,979	112,916	66,000	10	.....
Southern Central.....	431,000	955,000	.....	431,000	13.00	.....	0.33	854,132	7.60	261	53,972	5,600	59,733	28,215	31,518	5,600	7	.....
South Side (L. I.).....	660,000	200,000	65,106	935,106	7.60	.....	1.00	935,106	81.00	174,149	824,166	24,000	522,315	292,591	229,724	.....	.....	.....
Staten Island.....	80,000	350,000	36,906	4,371,514	81.00	.....	8.10	3,182,489	76.50	211,132	276,857	21,593	509,582	365,781	143,801	16,464	6	.....
Sterling Mountain.....	1,314,130	1,721,514	443,171	2,660,282	34.91	.....	9.73	2,274,344	76.50	.....	.....	.....	.....	.....	.....	.....	.....	.....
Syracuse, Binghamton & N. Y. 1.....	607,111	1,550,000	.....	2,74,400	6.00	.....	6.00	294,908	2.14	.....	.....	.....	.....	.....	.....	.....	.....	.....
Troy and Boston.....	274,400	680,000	.....	710,000	2.14	.....	2.14	762,238	2.14	.....	.....	.....	.....	.....	.....	.....	.....	.....
Troy and Greenbush.....	30,000	.....	.....	693,721	12.00	.....	2.59	952,732	31.94	71,069	69,536	9,178	149,788	66,796	82,987	65,324	7 1/2	.....
Troy Union.....	693,721	.....	.....	831,300	.....	.....	.....	588,496	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Utica, Chenango & Susq. Val. 1.....	831,300	.....	.....	288,112	.....	.....	.....	588,496	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Utica and Black River.....	4,000	.....	.....	4,000	.....	.....	.....	228,517	.....	11,068	38,217	2,345	51,680	31,084	20,596	7,920	8	.....
Utica Extension.....	99,000	.....	.....	184,000	10.33	.....	.....	172,577	10.33	.....	.....	.....	.....	.....	.....	.....	.....	.....
Warwick Valley.....	.....	.....	.....	5,286	.....	.....	.....	5,239	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Waverly and State Line.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

1. Including leased roads, but not second track or sidings. 2. Including U. S. and local taxes. 3. Has a third rail for wide cars. 4. Dividend on preferred stock 7 per cent. 5. Dividend on preferred stock 8 per cent. 6. Commenced operations June 17, 1867. 7. Average 66 2/3 miles. The Troy and Bennington and the Vermont Western Railroads not operated after Jan. 17, 1867.

Commerce of New York.

The foreign imports at New York for the month of August are officially stated as follows:

	1867.	1868.
Entered for consumpt'n.	\$13,547,834	\$14,005,112
Do. for warehousing....	9,340,292	8,280,600
Free goods	844,664	828,188
Specie and bullion	540,244	846,821

Total entered at port...	\$24,273,034	\$23,960,721
Withdrawn fr. wareh'ise	10,490,050	9,676,657

The foreign imports at New York for the eight months from January 1st, were:

	1867.	1868.
Entered for consumpt'n.	\$89,557,409	\$85,123,542
Do. for warehousing....	84,638,097	78,576,756
Free goods	7,587,141	6,876,780
Specie and bullion....	2,153,546	5,012,163

Total entered at port..	\$183,936,193	\$175,589,241
Withdrawn fr. wareh'ise	77,538,337	68,428,668

The revenue from customs at New York, were:

	1867.	1868.
6 months	\$59,354,688 90	\$55,450,748 65
In July	9,505,432 94	9,237,920 50
In August.....	12,623,300 45	11,995,596 18

Tot. since Jan. 1	\$81,483,422 29	\$76,684,265 38
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The exports from New York to foreign ports in the month of August, were:

	1867.	1868.
Domestic produce	\$12,116,096	\$12,750,918
Foreign free goods	24,096	18,192
Do. dutiable	717,161	558,078
Specie and bullion.....	1,714,594	4,690,989

Total exports.....	\$14,571,947	\$18,018,177
Do. exclusive of specie.	12,857,353	13,327,188

The exports from New York to foreign ports for eight months from January 1st, were:

	1867.	1868.
Domestic produce	\$116,930,052	\$102,391,078
Foreign free goods....	331,502	460,416
Do. dutiable	5,311,300	4,912,286
Specie and bullion.....	39,830,150	64,379,147

Total exports	\$162,403,004	\$172,142,927
Do. exclusive of specie	122,572,854	107,763,780

Debt of Boston.

The amount of the consolidated debt of the city of Boston, (funded, unfunded and water loans,) on the 1st of May, 1868, was \$14,146,900 65, and is made up of the following items, viz:

Funded city debt.....	\$9,152,639 80
Unfunded do.....	135,243 74
Water loans.....	3,867,711 11
Roxbury debt.....	991,306 00

Total.....	\$14,146,900 65
Funded.....	14,011,656 91
Unfunded.....	135,243 74

\$14,146,900 65

Classification of the consolidated debt:

Water debt—The net cost of the works to May 1, 1868	\$7,677,702 55
City debt, proper	3,562,392 10
War debt	1,915,500 00
Roxbury debt.....	991,306 00

Total, as above.....	\$14,146,900 65
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To meet which there was belonging to the sinking fund, \$4,762,299.59

Also bonds and mortgages on hand in the Treasury, amounting to	437,070.13
	5,199,369 72

Net debt May, 1868.....\$8,947,530 93

Since the above date, the funded debt has been increased \$1,030,000.

The principal and interest of the funded debt (including the Roxbury debt,) are payable as follows:

\$583,205, at 4½ per cent. in gold.	
5,672,500, at 5 per cent. in gold.	
433,115, at 5 per cent. currency.	
2,000, at 5½ per cent. currency.	
224,000, at 5½ per cent. currency.	
3,172,325, at 6 per cent. currency.	
1,800, at 6 per cent. gold or silver.	
55,000, at 7 per cent. currency.	

\$10,143,945.

The average rate of interest is 5.36 per cent. per annum, and the aggregate annual interest on the funded debt is \$588,247 51.

The annual rate of interest on the Water Loans is 4.93 per cent., viz:

\$1,949,711 11 at 4½ per cent. in gold	\$87,737
1,082,000 00 at 5 "	54,100
836,000 00 at 6 " in currency	50,160

\$3,867,711 11 at 4.93 per cent. \$191,997

The Cotton Crop.

We have received from several of the cotton brokers of this city the authorized statement of the cotton crop made up to the first of September. The original is compiled at the office of the *Shipping List*, and, although it differs somewhat from other compilations, it is generally accepted without cavil by dealers here, and we therefore adopt it as the basis of our tables. We have again to congratulate ourselves on the nearness of our estimates of the growing crop, made just one year ago, to the actual result.

We do not believe the actual yield varies a thousand bales from two and a half millions. One of the published statements gives the total at 2,498,895 bales, or within 1,105 bales of the round amount, but the total accepted here is 2,430,893 bales, which is quite near enough to our original figures for a twelvemonths' anticipation. We now present the yield from different sections, with a comparison from our records of the same in former years:

COMPARATIVE PRODUCT OF COTTON.

	1865-'6.	1866-'7.	1867-'8.
Louisiana.....	711,629	702,131	579,231
Alabama.....	429,102	239,516	366,193
Texas.....	174,985	185,919	114,666
Florida.....	149,139	58,349	34,639
Georgia.....	263,373	255,965	495,005
South Carolina..	112,278	162,247	240,225
North Carolina..	64,559	38,522	38,587
Virginia.....	37,531	123,627	187,487
Tennessee, etc...	211,885	185,712	374,860

Total bales	2,154,476	1,951,988	2,430,893
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The total exports for the year ending September 1st show an increase of nearly one hundred thousand bales on the figures of the previous year. The following is a comparison for the last three years:

	1865-'6.	1866-'7.	1867-'8.
To Great Britain...	1,262,271	1,216,262	1,228,596
To France.....	220,650	198,147	197,515
To Northern Europe	48,647	95,342	145,042
To other for. ports.	23,096	47,303	84,663

Total bales	1,554,664	1,557,054	1,655,816
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The total consumed in the United States, including all burnt at the ports, is given at 968,165 bales, which is almost equal to the largest previous total, as will appear from the annexed table:

	North of Virginia.	Elsewhere.	Total.
1856-'7	665,718	154,218	819,936
1857-'8	452,185	148,377	599,562
1858-'9	760,218	167,433	927,651
1859-'60	786,521	185,522	972,043
1860-'1	650,357	193,383	843,740
1865-'6	604,085	127,640	731,725
1866-'7	697,867	156,672	854,539
1867-'8	799,817	168,348	968,165

We now present our usual comparison of the total crop of each year since 1821. The total given as the crop of 1865-6 includes a large amount grown in preceding years, but not sent forward until the ports were opened:

COMPARATIVE CROP STATEMENT.

1820-'1	430,000	1844-'5	2,394,503
1821-'2	455,000	1845-'6	2,100,537
1822-'3	495,000	1846-'7	1,778,651
1823-'4	509,158	1847-'8	2,347,634
1824-'5	569,249	1848-'9	2,728,596
1825-'6	720,927	1849-'50	2,096,706
1826-'7	957,281	1850-'1	2,355,257
1827-'8	727,593	1851-'2	3,015,029
1828-'9	870,415	1852-'3	3,262,882
1829-'30	976,845	1853-'4	2,930,027
1830-'1	1,038,848	1854-'5	2,847,339
1831-'2	987,477	1855-'6	3,527,845
1832-'3	1,070,438	1856-'7	3,393,519
1833-'4	1,205,324	1857-'8	3,113,962
1834-'5	1,254,328	1858-'9	3,851,481
1835-'6	1,260,725	1859-'60	4,669,770
1836-'7	1,422,930	1860-'1	3,656,086
1837-'8	1,801,497	1861-'2(est.) ..	4,800,000
1838-'9	1,360,532	1862-'3(est.) ..	1,500,000
1839-'40	2,177,835	1863-'4(est.) ..	500,000
1840-'1	1,634,945	1864-'5(est.) ..	300,000
1841-'2	1,336,574	1865-'6	2,154,476
1842-'3	2,378,875	1866-'7	1,951,988
1843-'4	2,030,409	1867-'8	2,430,893

The Sea Island cotton included in the above statement amounted to 20,927 bales. The highest previous yield was in 1858-'9, when the crop was 47,592 bales. Our readers have had the year's record of quotations in this market. It may be interesting to them to note the price abroad. The average for each month at Liverpool of middling upland, beginning with the first of the new crop, may be set down in sterling pence as follows:

	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May.	June.	July.	Aug.
8½	8	8½	10½	10½	13	12½	12½	11	12	11

The estimates in relation to the growing crop vary as widely as usual, and the accounts of damage from different sections are stirring and particular. Notwithstanding these, we cannot think the yield, as a whole, will fall much, if any, below the production of the current year, and a late frost and a good picking season will probably give even more. Still at this date the prospect is all that can be decided on, and we think a proper regard to this will place the yield at between twenty-four and twenty-five hundred thousand bales.—*Journal of Commerce.*

American Central Railroad.

The Burlington *Hawkeys* says the American Central Railway will be built from Galva, Ill., to New Boston, Ill., and that will be end of the project. It has fallen into the hands of the Chicago, Burlington and Quincy Railroad Company, the denial of certain interested parties to the contrary notwithstanding, although a separate organization is still maintained. It will be a feeder of the main trunk of the Chicago, Burlington and Quincy Road, and as such will greatly benefit the company and the country through which it passes.

The Cincinnati, Connellsville and Indianapolis Railroad, extending from Hamilton *via* Connellsville to Indianapolis, 98 miles, is soon to be opened for through passenger trains.

James F. Joy, Esq., of Detroit, has been appointed Receiver of the Louisville, New Albany and Chicago Railroad.

The Portland and Rochester Railroad has been opened to Alfred, and is nearly finished to Alfred Corner.

The first section of the European and North American Railway, extending from Bangor to Oidtown, was formally opened on the 23d ult.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	\$1,675,139			Hartford and New Haven...100	\$3,000,000	J. A. J. & O.	Oct. '88	Portl., Saco & Portam'th...100	\$1,500,000	J. & D.	Jun. '88
Allegheny Valley...50	1,498,400			Hannibal and St. Joseph...100	1,900,000			Providence & Worcester...100	1,800,000	J. & J.	July '88
Alton and St. Louis...100	125,000	J. A. J. & O.	Oct. '87	Do. do pref...100	5,233,830			Raleigh and Gaston...100			Jul. '88
Atlanta and West Point...100	1,232,200	J. & J.	Jan. '88	Hanover Branch, Pa...50	116,850	M. & N.	May '88	Rensselaer and Saratoga...100	500,000	A. & O.	Oct. '88
Atlantic & N. Carolina...100	5,445,225			Housatonic...100	820,000			Richmond and Danville...100	2,000,000		
Atlantic & Gt. Western...50	11,522,150			Do. pref...100	1,180,000	J. & J.	Jan. '88	Richmond and Petersburg...100	847,000		
Do. pref...50	1,919,000			Hudson River...100	13,937,100	A. & O.	May '88	Rich. Fred. and Potomac...100	1,041,800		
Atlantic & St. Lawrence...100	2,494,900	J. & J.	Jul. '88	Hawtorn...100	1,615,000			Rockport...100	88,400		Nov. '87
Augusta and Savannah...100	733,700	J. & J.	Jan. '88	Huntingdon & B'd Top...50	494,330			Rome, Watert. and Ognb...100	2,885,500	J. & J.	July '88
Baltimore and Ohio...100	16,157,982	A. & O.	Apr. '88	Do. pref...100	190,750	J. & J.	Jan. '88	Rutland preferred...100		F. & A.	Aug. '88
Do. Washington Br...100	2,650,000	A. & O.	Apr. '88	Illinois Central...100	23,886,450	F. & A.	Aug. '88	St. L. Alt. and T. Haute...100	2,800,000		
Baltimore City Passenger...100	670,000			Indianapolis, Cin. & Lafay...50	1,889,900	M. & S.	Sep. '87	Do. pref...100	1,700,000		Annual May '87
Bay de Noquet & Marq...100		A. & O.	Apr. '88	Jeffersonv. Mad. & Ind...100	2,000,000	J. & J.	Jan. '88	St. L. Jack'nv. and Chic'o...100	1,469,429		
Bellefontaine Line...100	4,420,000	F. & A.	Feb. '88	Joliet and Chicago...100	1,600,000	J. A. J. & O.	Apr. '88	Sandusky and Cincinnati...100	2,089,000		
Belvidere Delaware...100	997,112			Joliet & North. Indiana...100	300,000	J. & J.	Jan. '88	Do. pref...100	398,073	M. & N.	Nov. '87
Berkshire...100	600,000	J. A. J. & O.	Oct. '88	Lackawanna & Bloomsb...50	1,325,000			Sand. Mausf. and Newark...100	900,000		
Blossburg & Corning...50	280,000	J. & D.	Dec. '87	Leeds and Farmington...100				Saratoga and Hudson R...100	1,020,000		
Boston and Albany...100	13,725,000	J. & J.	Jul. '88	Lehigh and Mahanoy...50	2,158,560	J. & J.	Jan. '88	Saratoga and Whitehall...100	500,000	A. & O.	Oct. '88
Boston and Chelsea...100	110,000	A. & O.	Oct. '88	Lehigh and Susquehanna...50	6,104,050	M. & N.	May '88	Savannah and Charleston...100	1,000,000		
Boston, Concord & Mont...100	459,000			Lehigh Valley...100	10,734,100	J. A. J. & O.	Jul. '88	Schuylkill and Susqueh...100	1,299,160		
Do. do. pref...100	1,340,400	M. & N.	May '88	Lehigh Luzerne...50	344,650	J. & J.	Jan. '88	Second and Third St. (Ph.)...50	203,787	J. & J.	Jul. '88
Boston and Lowell...500	1,830,300	J. & D.	Jun. '88	Lexington & Frankfort...100	514,640	M. & N.	Nov. '87	Schuylkill Valley...50	576,050	J. & J.	Jul. '88
Boston and Maine...100	4,076,974	J. & J.	July '88	Little Miami...100	3,572,400	J. & D.	Dec. '87	Seaboard and Roanoke...100	868,200		
Boston and Providence...100	3,860,000	J. & J.	July '88	Little Schuylkill...50	2,646,100	J. & J.	Jan. '88	Second Avenue (N. Y.)...100	670,000	A. & O.	Oct. '88
Broadway (Boston)...50	326,000	J. A. J. & O.	Oct. '88	Lomb. and South St. (Ph.)...25	90,000			Shamokin V. and Pottav...50	569,450	F. & A.	Feb. '88
Broadway & 7th Av. (N. Y.)...100	2,100,000	J. & J.	Jul. '88	Long Island...50	3,000,000	F. M. A. N.	Aug. '88	Shore Line...100	655,200	J. & J.	Jan. '88
Brooklyn City...100	1,000,000	F. & A.	Feb. '88	Long Branch & Sea Shore...50	95,104			Sixth Avenue (N. Y.)...100	750,000		Nov. '87
Brooklyn City & New'n...100	393,500			Louisv. Cin. and Lex. pref...100	48,633	J. & J.	Jul. '88	Somerville...100	75,000	M. & N.	May '88
Buff. New York & Erie...100	850,000	M. & N.	May '88	Louisville and Frankfort...50	1,109,584	J. & J.	Jan. '88	South Carolina...100	2,819,275		
Buffalo and State Line...100	2,200,000	F. & A.	Aug. '88	Louisville and Nashville...100	5,500,000	F. & A.	Feb. '88	South Shore...100	259,655		Jul. '88
Cambridge Horse (Boston)...100	77,700	A. & O.	Oct. '88	Louisv. N. Alb. & Chicago...100	2,800,000			South Western, Georgia...100	3,203,400	F. & A.	Feb. '88
Camden and Amboy...100	6,842,200	F. & A.	Aug. '88	Lowell and Lawrence...100	200,000	A. & O.	Oct. '88	Southern Mississippi...100	1,000,000		
Camden and Atlantic, pref...50	600,000			Macon and Western...100	1,500,000			Staten Island...100	660,000	J. & J.	Jul. '87
Cape Cod Branch...50	721,925	J. & J.	Jul. '88	Mahanoy & B'd Mount'n...50	921,615			Stoney Brook...100	267,300	M. & N.	May '88
Catawissa...50	1,150,000			Maine Central...100	1,600,860			Summit Branch...50	250,000	J. & J.	Jul. '88
Catawissa, pref...50	2,200,000	M. & N.	May '88	Manchester & Lawrence...100	1,000,000	M. & N.	May '88	Syr., Bingham. and N. Y...100	1,200,130		
Cayuga & Susquehanna...50	889,110			Marletta & Cincinnati...100	2,029,778			Taunton Branch...100	250,000	J. & J.	Jul. '88
Central of Georgia...100	4,666,300	J. & J.	Jul. '88	Do. "1st pref...50	6,586,136	M. & S.	Sep. '88	Tennessee and Alabama...100	595,922		
Central of New Jersey...100	13,768,000	J. A. J. & O.	Apr. '88	Do. "2d pref...50	4,051,744	M. & S.	Sep. '88	Terre Haute and Indiana...50	1,983,150	J. & J.	Jan. '88
Central Ohio...100	400,000	J. & D.	Jun. '88	Memphis and Charleston...100	5,312,725	M. & S.	Mar. '88	Third Avenue (N. Y.)...100	1,750,000		
Do. pref...100		J. & D.	Oct. '87	Memphis and Ohio...100	570,000			Thirteenth and Fif. (Ph.)...50		J. & J.	Jan. '88
Gen. Park, N. & E. River...100	970,000			Metropolitan (Boston)...100	1,250,000	J. & J.	July '88	Tol., Peoria and Warsaw...100	1,650,000		
Charlotte & S. Carolina...100	1,201,000			Michigan Central...100	7,502,866	J. & J.	Jul. '88	Do. "1st pref...100	1,700,000		
Chemung...100	380,000			Mich. So. & North. Ind...100	11,065,340	F. & A.	Aug. '88	Do. "2d pref...100	908,176		
Chester, preferred...100	2,017,825	Annual	Jan. '88	Do. "guaranteed...100	585,800	F. & A.	Feb. '88	Tol., Wabash and West...50	5,400,000	M. & N.	May '88
Chicago and Alton...100	3,885,643	M. & S.	Sep. '88	Middlesex (Boston)...100	400,000	J. & J.	July '88	Troy and Boston...100	607,111		
Do. pref...100	2,426,578	M. & S.	Mar. '88	Mill Creek and Minehill...50	323,375	J. & J.	Aug. '88	Troy and Greenbush...100	274,400	J. & D.	Jun. '88
Chicago, Burl. & Quincy...50	12,500,000			Millville and Glassboro...100	368,200	F. & A.	Aug. '88	Troy, Salem and Rut'd...100	800,000	A. & O.	Apr. '88
Chicago and Gt. Eastern...100	4,890,000			Milw. & Prairie du Chien...100				Union Transport'n (Bos.)...100	200,000		
Chicago, Iowa & Nebrask...100	1,000,000			Do. "1st pref...100	3,082,000	Annual	Feb. '88	Union (Phila.)...50	291,475	J. & J.	Jul. '88
Chicago and Milwaukee...100	2,227,000			Do. "2d pref...100	1,014,000	Annual	Feb. '88	Utica and Black River...100	834,400	J. & J.	Jan. '88
Chicago & N. Western...100	13,160,927	June	Jun. '88	Milw. & St. Paul...100	3,627,000	J. & J.	Jan. '88	Vermont and Canada...100	2,260,000	J. & D.	Jun. '88
Do. pref...100	12,994,719	June	Jun. '88	Do. pref...100	3,717,000	J. & J.	Jan. '88	Vermont Central...100	8,000,000		
Chicago, R. I. & Pacific...100	14,000,000	Sept.	Sep. '88	M. Hill & Schuylk. Haven...50	2,776,600	J. & J.	Jul. '88	Vermont and Massachusetts...100	2,800,000	J. & J.	Jun. '88
Cin. Ham. & Dayton...100	3,129,100	M. & N.	May '88	Mobile and Ohio...100	3,588,300			Virginia Central...100	3,353,679		
Cincinnati City Passenger...100		J. & J.	Jan. '88	Montgomery & W. Point...100	1,644,104	J. & D.	Dec. '87	Virginia and Tennessee...100	3,452,815		
Do. Street...100	1,600,250			Morris and Essex...50	500,000	F. & A.	Feb. '88	Western Union...100	2,687,237		
Cincinnati and Zanesville...50	192,750	J. & J.	Jul. '88	Mt. Carbon & Pt. Carbon...50	282,350	J. & J.	Jul. '88	West Jersey...100	731,050		
Citizens Passenger (Phil.)...50	6,000,000	F. & A.	Aug. '88	Nashua and Lowell...100	600,000	M. & N.	May '88	West Philadelphia...50	249,100	J. & J.	Jul. '88
Clev. Col. Cin. & Ind...100	2,044,000	M. & N.	May '88	Nashville & Chattanooga...100	2,056,544			Wilm. and Manchester...100	1,130,470		
Cleveland & Mahoning...100	5,000,000	J. & J.	Jul. '88	Naugatuck...100	1,100,000	F. & A.	Aug. '88	Wilm. and Weldon...100	1,240,273		
Cleveland, Painesv. & Asht...100	5,424,091	J. A. J. & O.	Oct. '88	New Bedford & Taunton...100	738,588	J. & J.	Jul. '88	Worcester and Nashua...75	1,131,000	J. & J.	Jun. '88
Cleveland and Pittsburg...100	4,841,000	J. & J.	Jul. '88	New Haven & N. London...100	500,000						
Cleveland and Toledo...50	1,786,200	J. & J.	Jan. '88	N. Haven & Northampton...100	1,224,100	J. & J.	Jan. '88				
Columbus and Xenia...50	1,600,000	M. & N.	May '88	New Jersey...100	5,000,000	F. & A.	Aug. '88				
Concord...100	350,000	J. & D.	Jun. '88	New London Northern...100	895,000	M. & S.	Mar. '88				
Coney Island & Brooklyn...100	600,000			New York Central...100	26,530,000	F. & A.	Aug. '88				
Conn. & Passump. Rivers...100	1,673,300	J. & J.	Jul. '88	New York and Harlem...50	5,285,050	J. & J.	Jul. '88				
Do. do. pref...100	1,500,000			Do. pref...100	6,000,000	J. & J.	Jul. '88				
Connecticut River...100	1,500,000	A. & J.	Jul. '88	New York & New Haven...100	1,755,281	J. & J.	Jul. '88				
Cumberland Valley...100	1,316,900	J. & O.	Apr. '88	N. Y., Provid. & Boston...100	1,000,000	J. & J.	Jan. '88				
Danbury and Norwalk...100	308,000			Nig. Bridge & Cananda...100	797,400						
Dayton and Michigan...100	2,384,941	J. & J.	Jul. '88	Ninth Avenue...100	1,000,000						
Delaware...50	466,132	J. & J.	Jul. '88	North Carolina...100	4,000,000						
D. L. Lackaw. & Western...50	11,288,580	J. & J.	Jul. '88	Northern Central...50	4,648,900	F. M. A. N.	May '88				
Des Moines Valley...100	1,550,050			North Eastern (S. C.) pref...100	150,000						
Detroit & Milwaukee...100	452,359	J. & J.	Jul. '88	Northern of N. Hampsh...100	3,067,400	J. & D.	Jun. '88				
Do. pref...100	1,500,000			Northern of N. Jersey...100	158,800						
E. Dock, E. B'dw. & Bat...100	1,200,000			North Pennsylvania...50	3,150,150						
Elk and Blount City...100	1,673,641			Norwich and Worcester...100	2,363,000	J. & J.	Jul. '88				
Do. do. pref...100	1,987,351			Ogdensb. & L. Champ'n...100	3,077,000	F. & A.	Feb. '88				
Eastern (Mass.)...100	3,678,304	J. & J.	Jul. '88	Do. pref...100	641,200	A. & O.	Oct. '88				
Eastern (N. H.)...100	492,500	J. & J.	Jul. '88	Ohio and Mississippi...100	20,222,647						
East Pennsylvania...100	654,900			Do. pref...100	3,607,197	J. & D.	Jun. '88				
East Tenn. and Georgia...100				Oil Creek & Allegheny R...50	4,259,000	J. A. J. & O.	Oct. '88				
Eighth Avenue (N. Y.)...100	1,000,000	J. A. J. & O.	Jan. '88	Old Colony & Newport...100	4,844,300	J. & J.	Jul. '88				
Elm. Jeffers. & Canand...100	500,000	F. & A.	Feb. '88	Orange and Newark...100	281,550						
Elmira & Williamsport...50	600,000	M. & N.	May '88	Oswego and Syracuse...50	482,400	F. & A.	Aug. '88				
Do. do. pref...100	500,000	J. & J.	Jul. '88	Pacific of Missouri...100	3,581,000						
Erie Railway...100	15,570,100	F. & A.	Feb. '88	Panama...100	7,000,000	J. A. J. & O.	Oct. '88				
Do. pref...100	8,536,700	Annual	Jan. '88	Paterson and Ramapo...100	248,000	J. & J.	Jul. '88				
Erie & North East...100	600,000	F. & A.	Aug. '88	Paterson and Hudson River...100	630,000	J. & J.	Jul. '88				
Evansville & Crawfordsv...100	1,142,834	J. & J.	Jul. '88	Pennsylvania...100	20,000,000	M. & N.	May '88				
Fitchburg...100	4,540,000	J. & J.	Jul. '88	Peoria & Bureau Valley...100	1,200,000	A. & O.	Apr. '88				
Fitchburg & Worcester...100	247,800	M. & N.	May '88	Philadelphia and Erie...50	5,069,450	J. & J.	Jul. '88				
Flint and Holly...100		J. & J.	Jul. '88	Do. Do. preferred...50	1,551,600	J. & J.	Jul. '88				
Forty Sec. St. & G. Et. Ry...100	750,000	A. & O.	Oct. '87	Phila. Germ'n'n & Nor'n...50	1,507,350	A. &					

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western :													
1864.....	150,713	164,438	166,493	194,992	200,907	206,626	206,512	356,409	401,103	357,228	353,344	323,823	3,256,492
1865.....	289,445	347,211	432,340	355,046	472,498	410,800	493,882	596,584	641,451	676,446	634,243	676,366	5,625,336
1866.....	447,641	433,279	385,991	412,521	404,507	493,243	468,898	568,589	538,150	569,670	474,056	589,875	5,696,119
1867.....	377,852	380,190	499,555	407,013	465,102	583,396	400,560	461,879	488,177	488,917	474,134	500,941	5,167,871
1868.....	404,467	393,251	408,347	393,654	355,255	359,184	341,266	407,888	.....	.....	.....	.....	.....
Chicago and Alton :													
1863.....	109,860	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,708
1864.....	100,991	164,418	196,803	162,723	178,786	200,090	224,257	312,165	354,554	320,879	307,803	282,915	2,770,484
1865.....	280,503	275,283	299,063	258,480	322,278	356,270	355,985	409,261	401,280	357,866	307,919	236,521	3,440,092
1866.....	226,153	222,241	290,111	269,249	329,851	371,844	321,597	287,269	322,638	360,223	323,030	271,247	3,696,153
1867.....	343,787	167,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	420,762	359,102	389,169	3,892,861
1868.....	259,539	296,496	261,599	270,396	336,510	373,461	405,616	570,363	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific :													
1863.....	140,024	130,225	122,512	126,798	144,995	170,937	159,142	160,306	210,729	216,030	196,435	201,134	1,969,267
1864.....	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,890	324,868	336,617	321,037	3,065,470
1865.....	305,554	246,331	299,403	196,680	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866.....	241,395	183,885	267,230	209,069	277,506	306,693	238,926	317,977	400,941	426,474	345,028	280,835	3,468,922
1867.....	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,375	377,063	4,368,614
1868.....	308,587	297,464	276,431	295,700	308,891	366,200	329,800	478,600	.....	.....	.....	.....	.....
Chicago and Northwestern :													
1863.....	.....	317,839	390,355	421,363	496,530	566,145	480,710	519,306	666,606	729,759	718,378	563,400	6,111,566
1864.....	273,876	482,164	499,296	468,358	586,623	747,942	702,081	767,508	946,707	632,682	764,671	847,812	7,976,490
1865.....	522,566	598,917	525,745	537,519	568,948	528,983	508,534	707,475	1,000,098	1,806,216	1,010,892	712,859	9,290,490
1866.....	696,147	674,064	768,398	774,279	898,712	891,367	800,325	1,038,824	1,461,284	1,608,583	1,210,887	918,088	11,532,348
1867.....	741,926	800,787	856,511	1,068,969	1,206,796	1,167,644	1,091,466	1,266,581	.....	.....	.....	.....	.....
Des Moines Valley :													
1866.....	40,129	29,102	37,501	39,600	40,468	39,630	41,212	43,580	65,085	80,588	73,140	50,296	580,371
1867.....	49,694	36,098	56,859	59,196	61,447	63,999	63,683	69,018	71,113	81,676	80,867	61,965	735,005
Erie :													
1863.....	845,695	859,949	966,445	948,059	848,783	770,148	731,243	687,092	516,801	965,294	1,024,649	1,035,821	10,469,481
1864.....	954,837	934,133	1,114,508	1,099,507	1,072,295	1,041,975	964,317	1,105,364	1,301,095	1,222,568	1,224,909	1,334,217	13,429,648
1865.....	1,001,007	1,266,566	1,458,456	1,153,461	1,177,872	1,292,180	1,331,040	1,336,615	1,438,689	1,522,472	1,429,765	1,439,765	15,434,775
1866.....	1,156,746	987,953	1,070,917	1,163,441	1,011,682	1,243,630	1,208,243	1,396,400	1,416,101	1,476,244	1,416,001	1,041,116	14,696,414
1867.....	917,639	1,139,523	1,217,143	1,122,140	1,118,781	1,171,312	1,071,312	1,239,024	1,444,746	1,496,716	1,421,881	1,041,640	14,139,324
1868.....	1,051,320	901,752	1,186,994	1,285,742	1,163,912	1,089,605	1,093,048	.....	.....	.....	.....	.....	.....
Illinois Central :													
1863.....	299,944	271,085	275,643	289,224	324,637	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864.....	327,900	416,588	459,762	428,797	406,372	510,100	423,578	640,179	796,226	661,391	657,141	608,497	6,329,447
1865.....	671,536	528,972	616,666	516,608	460,573	617,692	578,403	747,469	739,736	641,589	643,987	618,088	7,161,208
1866.....	603,063	508,266	506,465	411,605	369,250	567,679	480,626	578,253	571,248	661,971	588,219	504,066	6,164,741
1867.....	647,120	524,371	417,071	440,371	477,027	516,463	525,242	709,327	785,530	823,901	727,810	618,329	7,160,992
1868.....	572,864	631,224	462,317	538,077	579,560	621,685	576,458	764,138	.....	.....	.....	.....	.....
Marietta and Cincinnati :													
1866.....	96,672	87,791	98,768	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,146	105,747	1,224,068
1867.....	90,411	85,447	84,351	81,131	96,288	103,373	98,043	106,921	104,566	118,504	112,952	123,802	1,201,289
1868.....	94,136	78,976	92,910	92,768	90,626	96,535	106,594	114,713	121,217	142,823	132,387	123,385	1,236,971
1869.....	92,433	81,599	98,482	105,461	95,416	96,924	108,413	126,566	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana :													
1863.....	248,784	230,508	257,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,542
1864.....	266,000	304,445	338,454	330,651	267,126	315,258	278,891	255,882	402,219	407,107	443,934	411,806	4,130,162
1865.....	368,996	366,361	413,974	365,180	351,489	387,096	301,613	418,575	496,508	524,790	496,072	361,799	4,626,731
1866.....	312,846	277,234	412,715	413,970	418,024	384,684	333,858	384,401	429,177	496,555	429,546	362,213	4,660,328
1867.....	366,887	311,088	396,372	409,248	367,749	307,963	313,130	434,318	488,388	630,871	429,785	380,084	4,665,806
1868.....	362,021	338,335	381,497	466,983	400,456	263,550	301,495	436,781	.....	.....	.....	.....	.....
Michigan Central :													
1863.....	242,073	245,858	276,432	238,495	236,453	206,221	198,328	216,449	308,168	375,438	339,794	306,186	3,168,065
1864.....	252,435	278,848	348,802	338,276	271,553	265,780	268,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865.....	306,324	279,137	344,228	237,241	401,456	365,663	329,105	413,501	476,631	490,694	447,670	328,870	4,520,560
1866.....	282,459	265,796	335,787	365,196	335,083	324,996	359,646	429,161	498,640	414,604	360,669	360,115	4,520,560
1867.....	304,095	283,661	375,210	362,783	333,952	284,977	314,021	399,938	464,778	606,295	412,934	380,373	4,371,073
1868.....	343,516	304,316	326,880	416,768	369,256	325,501	321,013	392,942	.....	.....	.....	.....	.....
Milwaukee and St. Paul :													
1867.....	319,763	240,755	267,113	316,266	401,900	369,356	386,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868.....	368,487	350,884	338,281	476,629	666,718	458,094	428,247	622,545	.....	.....	.....	.....	.....
New York Central :													
1862.....	749,163	631,956	710,514	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,798	9,093,244
1863.....	920,272	790,167	867,890	911,397	839,126	841,165	815,512	840,450	1,079,551	1,041,522	1,045,401	1,107,819	11,069,853
1864.....	921,831	934,587	950,024	1,106,664	1,004,435	1,029,736	1,055,793	1,278,117	1,450,076	1,227,113	1,187,505	1,118,829	13,857,709
1865.....	957,890	913,381	956,659	1,346,734	1,365,521	1,132,701	1,162,024	1,495,762	1,624,434	1,526,839	1,486,356	1,117,553	14,575,128
1866.....	1,089,390	996,887	1,136,745	1,190,491	1,170,415	1,094,533	1,135,461	1,236,911	1,480,929	1,530,518	1,211,106	935,867	14,148,216
1867.....	901,571	846,563	1,076,718	1,227,286	1,093,781	934,636	1,101,693	1,388,916	1,732,672	.....	.....	.....	.....
Ohio and Mississippi :													
1864.....	210,329	260,466	309,261	260,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Rate.	Payable.	When Payable.	Market Price.	*Indicates that no interest is paid.	Amounts outstanding.	Rate.	Payable.	When Payable.	Market Price.
National Securities, Sept. 1, 1868.						Massachusetts—State Almshouse Loan.	100,000	6	May & Nov.	1872	
Loan of Jan. 29, 1847.....registered						—S. Almsh. and State H. Loan	275,000	6	April & Oct.	73-74	104
Loan of March 31, 1848.....registered						—Back Bay Land Loan	220,000	6	May & Nov.	1882	
Texas Indemnity, of Sep. 9, 1850.....coupon	255,000					—Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	103
Loan of June 14, 1868.....coupon	20,000,000					—Funding Loan	75,000	6	June & Dec.	1868	
Loan of June 22, 1860.....coupon	7,022,000						172,000	6	"	70-72	120
Loan of Feb. 8, 1861.....registered						—Lun. Hosp. and State Prison.	94,000	6	Jan. & July.	1874	128
Loan of Feb. 8, 1861.....coupon	18,415,000					—Lun. Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	125
Oregon War Bonds of March 3, 1861.....coupon	1,016,000					—Union Fund Loan	600,000	6	Jan. & July.	77-78	
Loan of July 17, 1861.....registered						—Coast Defense Loan	888,000	6	"	1883	114
Loan of Feb. 28, 1862.....coupon						—Bounty Fund Loan	200,000	6	"	1893	115
Loan of March 3, 1864.....coupon							4,379,500	6	May & Nov.	1894	116
Loan of March 3, 1865.....coupon						—Union Fund Loan.....sterling	8,996,000	6	"	1894	
Loan of March 3, 1865.....coupon							850,000	6	Jan. & July.	71-72	121
Loan of March 3, 1865.....coupon						—War Loan (currency)	2,115,000	6	"	74-76	123
Loan of March 3, 1865.....coupon						—Western R.R. Loan (sterling)	4,519,530	6	Mar. & Sept.	71-80	
Loan of March 3, 1865.....coupon						—Eastern R.R. Loan	275,000	6	April & Oct.	68-71	
Loan of March 3, 1865.....coupon						—Southern Vermont R.R.	200,000	6	Jan. & July.	69-71	
Loan of March 3, 1865.....coupon						—Troy and Greenfield R.R.	986,500	6	April & Oct.	1890	
Loan of March 3, 1865.....coupon							554,186	6	"	91-93	111
Loan of March 3, 1865.....coupon						Michigan—Sault Canal Bonds	100,000	6	"	88-90	
Loan of March 3, 1865.....coupon						—Renewal Bonds	216,000	6	Jan. & July.	1878	92
Loan of March 3, 1865.....coupon						—Two Million Loan Bonds	1,750,000	6	"	1878	
Loan of March 3, 1865.....coupon							250,000	7	"	73-83	95
Loan of March 3, 1865.....coupon						—War Loan Bonds	1,111,500	7	"	1868	
Loan of March 3, 1865.....coupon						—Bounty Loan Bonds	463,000	7	"	1888	99
Loan of March 3, 1865.....coupon						Minnesota—State Building Loan	100,000	7	May & Nov.	1890	
Loan of March 3, 1865.....coupon						—Railroad Loan Bonds	2,275,000	7	Jan. & July.	1877	
Loan of March 3, 1865.....coupon						Mississippi—State Bonds (Planters' Bank)	2,000,000	7	"	1888	
Loan of March 3, 1865.....coupon						—(Union Bank)	5,000,000	7	"	41-71	
Loan of March 3, 1865.....coupon						Missouri—State Bonds	622,000	6	Jan. & July.	62-83	92
Loan of March 3, 1865.....coupon						—Hannibal and St. Joseph R.R.	3,000,000	6	"	81-86	91
Loan of March 3, 1865.....coupon						—Pacific R.R.	7,000,000	6	"	81-87	
Loan of March 3, 1865.....coupon						—Southwestern R.R.	4,500,000	6	"	86-87	
Loan of March 3, 1865.....coupon						—North Missouri R.R.	4,350,000	6	"	82-87	
Loan of March 3, 1865.....coupon						—Iron Mountain R.R.	3,500,000	6	"	83-89	
Loan of March 3, 1865.....coupon						—Cairo and Fulton R.R.	650,000	6	"	85-87	
Loan of March 3, 1865.....coupon						—Platte County R.R.	700,000	6	"	1887	
Loan of March 3, 1865.....coupon						New Hampshire—War Loan of July 1, 1861.	1,194,100	6	Jan. & July.	67-78	100
Loan of March 3, 1865.....coupon						—Sept. 1, 1864	600,000	6	May & Nov.	84-89	100
Loan of March 3, 1865.....coupon						—Oct. 1, 1866	609,500	6	April & Oct.	67-74	100
Loan of March 3, 1865.....coupon						—July 1, 1866	500,000	6	Jan. & July.	1869	99
Loan of March 3, 1865.....coupon						New Jersey—War Loan of 1861 (free)	1,798,900	6	Jan. & July.	67-84	103
Loan of March 3, 1865.....coupon						—1863 (")	1,002,900	6	"	86-90	
Loan of March 3, 1865.....coupon						—1864 (")	798,400	6	"	67-69	105
Loan of March 3, 1865.....coupon						New York—General Fund Bonds	700,000	7	J. A. J. & O.	1870	
Loan of March 3, 1865.....coupon						—Bounty Fund Bonds.....coupon	2,559,000	7	Jan. & July.	1877	103
Loan of March 3, 1865.....coupon						—registered	27,726,500	7	"	1877	103
Loan of March 3, 1865.....coupon						—General Fund Bonds	1,186,780	6	"	pleas.	
Loan of March 3, 1865.....coupon						—Canal Fund Bonds	500,000	6	"	1868	
Loan of March 3, 1865.....coupon						—General Fund Bonds	800,000	6	"	1878	
Loan of March 3, 1865.....coupon						—Canal Fund Bonds	3,050,000	6	J. A. J. & O.	1871	
Loan of March 3, 1865.....coupon						—General Fund Bonds	6,000,000	6	"	1873	101
Loan of March 3, 1865.....coupon						—General Fund Bonds	2,250,000	6	"	1874	104
Loan of March 3, 1865.....coupon						—General Fund Bonds	1,400,000	6	"	75-77	191
Loan of March 3, 1865.....coupon						—General Fund Bonds	909,607	6	Jan. & July.	pleas.	
Loan of March 3, 1865.....coupon						—General Fund Bonds	442,960	6	May & Nov.	1868	
Loan of March 3, 1865.....coupon						—General Fund Bonds	900,000	6	Jan. & July.	1875	91
Loan of March 3, 1865.....coupon						—Canal Fund Bonds	800,000	6	"	1878	
Loan of March 3, 1865.....coupon						—Canal Fund Bonds	1,168,000	6	J. A. J. & O.	1868	
Loan of March 3, 1865.....coupon						—General Fund Bonds	187,000	6	"	1871	
Loan of March 3, 1865.....coupon						—General Fund Bonds	4,500,000	6	"	1874	
Loan of March 3, 1865.....coupon						North Carolina—State Bonds	368,000	6	Various.	60-78	98
Loan of March 3, 1865.....coupon						—General Fund Bonds	8,334,000	6	Jan. & July.	81-90	95
Loan of March 3, 1865.....coupon						—General Fund Bonds	650,000	6	April & Oct.	90-91	
Loan of March 3, 1865.....coupon						—General Fund Bonds	2,500,000	6	Jan. & July.	1900	74
Loan of March 3, 1865.....coupon						—General Fund Bonds	280,366	6	Jan. & July.	1868	100
Loan of March 3, 1865.....coupon						Ohio—State Bonds (Union Loan)	2,183,532	6	Jan. & July.	1870	100
Loan of March 3, 1865.....coupon						—General Fund Bonds	1,600,000	6	"	1875	101
Loan of March 3, 1865.....coupon						—General Fund Bonds	4,095,309	6	"	1881	102
Loan of March 3, 1865.....coupon						—General Fund Bonds	2,400,000	6	"	1886	102
Loan of March 3, 1865.....coupon						—General Fund Bonds	218,674	7	Jan. & July.	77-78	
Loan of March 3, 1865.....coupon						—General Fund Bonds	4,993,000	6	Various.	77-82	98
Loan of March 3, 1865.....coupon						Pennsylvania—State Bonds.....registered	6,083,062	6	April & Oct.	64-70	100
Loan of March 3, 1865.....coupon						—Inclined Plane Bonds	400,000	6	Jan. & July.	1877	100
Loan of March 3, 1865.....coupon						—State Bonds, 1st series	92,850	6	"	1882	
Loan of March 3, 1865.....coupon						—State Bonds, 2d series	99,490	6	"	1892	
Loan of March 3, 1865.....coupon						—State Bonds, 3d series	720,983	6	"	1897	
Loan of March 3, 1865.....coupon						—State Bonds, 4th series	4,907,150	6	"	1877	105
Loan of March 3, 1865.....coupon						—State Bonds, 5th series	7,909,520	6	"	1882	105
Loan of March 3, 1865.....coupon						—State Bonds, 6th series	9,270,017	6	"	1892	105
Loan of March 3, 1865.....coupon						—Military Loan Bonds	2,000,000	6	Feb. & Aug.	1871	102
Loan of March 3, 1865.....coupon						Rhode Island—State War Bonds of 1861	468,500	6	April & Oct.	1871	100
Loan of March 3, 1865.....coupon						—1862	1,198,000	6	Mar. & Sept.	1882	100
Loan of March 3, 1865.....coupon						—1863	269,000	6	April & Oct.	1883	100
Loan of March 3, 1865.....coupon						—1864	778,000	6	Jan. & July.	1898	100
Loan of March 3, 1865.....coupon						—1865	917,000	6	Feb. & Aug.	1894	100
Loan of March 3, 1865.....coupon						South Carolina—Free Loan Bonds	798,838	6	J. A. J. & O.	69-70	
Loan of March 3, 1865.....coupon						—State Bonds (various)	3,275,000	6	Jan. & July.	71-90	
Loan of March 3, 1865.....coupon						—(new)	1,210,803	6	"	1887	
Loan of March 3, 1865.....coupon						Tennessee—State Bonds	1,949,430	6	April & Oct.	1887	604
Loan of March 3, 1865.....coupon						—Railroad, &c., Loan Bonds	329,167	6	"	Var.	
Loan of March 3, 1865.....coupon						—endowment	1,706,000	6	Jan. & July	Var.	
Loan of March 3, 1865.....coupon						—New Bonds	14,006,000	6	"	1882	
Loan of March 3, 1865.....coupon						Vermont—State War Bonds	6,000,000	6	"	71-78	68
Loan of March 3, 1865.....coupon						—State Bonds (sterling new)	1,567,000	6	June & Dec.	long.	100
Loan of March 3, 1865.....coupon						—registered	1,865,000	6	Jan. & July.	long.	
Loan of March 3, 1865.....coupon						—new	666,250	6	"	long.	
Loan of March 3, 1865.....coupon						—new	108,000	6	"	long.	
Loan of March 3, 1865.....coupon						—new	21,569,398	6	"	long.	
Loan of March 3, 1865.....coupon						—new	10,900,000	6	"	long.	
Loan of March 3, 1865.....coupon						—new	1,378,500	6	"	1870	
Loan of March 3, 1865.....coupon						—new	480,200	6	"	1886	653
Loan of March 3, 1865.....coupon						—new	89,600	6	"	1890	
Loan of March 3, 1865.....coupon						Wisconsin—State Bond	406,100	6	Jan. & July	77-80	

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Camden and Burlington County:						
1st Mortgage.....	\$915,000	7	Jan. & July.	New York.	1886	....	1st Mortgage of 1867 for \$350,000	\$259,000	6	Feb. & Aug.	Philadelphia.	1897	90
Alabama and Florida:							Cape Cod Central:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1867	....	1st Mortgage.....	125,000	6	— & —	Boston.	18—	....
Land Mortgage.....	550,000	7	"	"	1887	....	Cape May and Millville:						
3d Mortgage.....	300,000	7	April & Oct.	"	1871	....	1st Mortgage.....	200,000	7	— & —	New York.	18—	....
Interest Coupon.....	304,101	7	Jan. & July.	"	1870	....	Catawissa:						
Albany and Susquehanna:							1st Mortgage.....	202,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1893	....	Cedar Falls and Minnesota:						
Albany City Loan.....	1,000,000	6	May & Nov.	"	1895	....	1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
2d Mortgage for \$2,000,000	639,000	7	April & Oct.	"	1885	....	1st Mort. (W. to Minn. L. 69 m.)	1,407,000	7	Jan. & July.	"	1887	....
Allegheny Valley:							Cedar Rapids and Missouri River:						
1st Mortgage.....	7	7	April & Oct.	Pittsburg.	1891	....	1st Mortgage.....	7	— & —	New York.	1887	....
1st Mortgage (Extension).....	7	7	"	"	18—	....	Central Branch Union Pacific:						
Androscoggin:							1st Mort. (Atchison & Pike's P.)	1,000,000	6	May & Nov.	New York.	1895	....
1st Mortgage.....	415,000	6	June & Dec.	Portland.	1877	....	2d Mortgage Govern'm't subsidy.	1,000,000	6	Jan. & July.	"	1895	....
Ashuelot:							Central of Georgia:						
1st Mortgage.....	150,000	6	Jan. & July.	Keene.	1861	....	1st Mortgage.....	786,000	7	March & Sept.	Savannah.	1875	....
Atlantic and Great Western:							Central of New Jersey:						
1st Mortgage (New York).....	886,000	7*	April & Oct.	London.	1879	....	1st Mortgage.....	900,000	7	Feb. & Aug.	New York.	1870	....
1st Mortgage (Pennsylvania).....	2,151,500	7*	"	"	1877	....	2d Mortgage.....	600,000	7	May & Nov.	"	1875	....
1st Mortgage (Ohio).....	3,740,900	7*	"	New York.	1876	....	Central Ohio:						
1st Mortgage (Franklin Branch).....	349,000	7*	June & Dec.	London.	1882	....	1st Mortgage.....	2,500,000	6	March & Sept.	New York.	1890	85 1/2
1st Mortgage (Buffalo Extension).....	1,382,000	7*	April & Oct.	"	1884	....	Central Pacific of California:						
1st Mortgage (Silver Creek Br.).....	200,000	7*	March & Sept.	"	1884	....	1st Mortgage (on 300 m.) free.....	15,400,000	6*	Jan. & July.	New York.	1896	103
2d Mortgage (New York).....	761,000	7*	April & Oct.	New York.	1881	....	2d Mortgage (paid by Cal.).....	1,500,000	7*	"	"	1885	110
2d Mortgage (Pennsylvania).....	757,500	7*	"	London.	1882	....	Convertible bonds.....	1,500,000	7*	"	"	1883	110 1/2
2d Mortgage (Ohio).....	2,653,000	7*	Jan. & July.	"	1883	....	National Loan.....	15,400,000	6	"	"	1895	....
Consolidated Mortgage.....	17,105,000	7*	April & Oct.	"	1895	....	Charleston and Savannah:						
Atlantic and Gulf:							1st Mortgage (guar by S. Car.)..	505,000	6	March & Sept.	Charleston.	1877	....
1st Mortgage (S. A. & G. R. R.).....	300,000	7	April & Oct.	Savannah.	18—	....	Charlotte and South Carolina:						
1st Mort. (A. & G. R. R. No. 7 to T)	500,000	7	"	New York.	18—	....	1st Mortgage for \$500,000.....	334,000	7	Jan. & July.	New York.	var.	....
1st Mort. (A. & G. R. R. S. No. 7)	500,000	7	"	"	18—	....	Cheraw and Darlington:						
1st mortgage (Bainbridge Ext.).....	500,000	7	"	"	18—	....	1st Mortgage.....	150,000	7	— & —	Charleston.	1870	....
Consol. Mort. (\$2,000,000) free.....	7	7	Jan. & July.	"	1897	....	2d Mortgage.....	75,000	7	— & —	"	1868	....
Atlantic and St. Lawrence:							Cheshire:						
Portland City Loan (skg fund).....	1,500,000	6	Various.	B. & N. Y.	'68-'70	....	Company bonds.....	672,200	6	Jan. & July.	Boston.	'75-'80	96
2d Mortgage.....	1,499,992	6	April & Oct.	Portland.	1866	....	Chester Valley:						
Sterling Loan.....	484,000	6*	May & Nov.	London.	1878	....	1st Mortgage.....	500,000	7	May & Nov.	Philadelphia.	1872	....
Baltimore and Ohio:							Chicago and Alton:						
Loan of 1834.....	821,261	6	J. A. J. & O.	Baltimore.	1867	....	1st Mortgage, pref. sinking fund.	444,000	7	May & Nov.	New York.	1877	101
Loan of 1855.....	894,250	6	Jan. & July.	"	1875	98	1st Mortgage.....	2,400,000	7	Jan. & July.	"	1893	....
Loan of 1850.....	602,000	6	"	"	1880	....	Income bonds (2d Mortgage).....	1,100,000	7	April & Oct.	"	1883	....
Loan of 1853.....	1,744,500	6	April & Oct.	"	1885	99 1/2	Chicago, Burlington and Quincy:						
Baltimore City Loan of 1855.....	5,000,000	6	Jan. & July.	"	1890	....	Trust Mortgage.....	3,078,000	8	Jan. & July.	New York.	1883	111 1/2
Northwestern Va. R. R. 2d Mort.	493,000	6	"	"	1873	....	Trust Mortgage, convertible.....	150,000	8	"	"	1883	....
Northwestern Va. R. R. 3d Mort.	201,000	6	"	"	1885	....	2d Mortgage.....	941,000	4 1/2	July.	Frankfort.	1890	....
Bay de Noquet and Marquette:							Company bonds.....	680,000	7	March & Sept.	New York.	1890	....
1st Mortgage.....	250,000	7	Jan. & July.	New York.	18—	....	Chicago, Cincinnati and Louisv.:						
Bellefontaine:							1st Mortgage for \$1,000,000.....	400,000	7	Jan. & July.	New York.	1887	....
1st Mortgage (B. and Ind. R.R.).....	1,225,000	7	Jan. & July.	New York.	'70-'90	....	Chicago and Great Eastern:						
2d Mortgage.....	483,000	7	"	"	1870	....	1st Mortgage.....	5,000,000	7	April & Oct.	New York.	1895	80
Bellefonte and Snow Shoe:							1st Mortgage (convertible).....	150,000	7	— & —	"	18—	....
1st Mortgage.....	99,000	6	Jan. & July.	Philadelphia.	18—	....	Income bonds.....	150,000	7	"	"	18—	....
Belvidere Delaware:							Chicago, Iowa and Nebraska:						
1st Mortgage (guar. by C. & A.).....	1,000,000	6	June & Dec.	New York.	1867	....	1st Mortgage.....	1,110,000	7	— & —	New York.	1881	....
2d Mortgage (guar. by C. & A.).....	500,000	6	March & Sept.	Princeton.	1885	84	Chicago and Milwaukee:						
3d Mortgage (guar. by C. & A.).....	745,000	6	Feb. & Aug.	"	1877	78	1st Mortgage (C. and N. W.).....	1,726,200	7	Jan. & July.	New York.	1893	90
Blue Ridge, S. Car.:							Chicago and Northwestern:						
1st Mortgage of \$2,500,000.....	204,000	7	Jan. & July.	Charleston.	1884	....	Flagg Trust, mort. on C. D. G.....	200,000	8	Jan. & July.	New York.	....	....
Boston, Clinton and Fitchburg:							Pref. sinking fund b'ds (193 m.).....	1,250,000	7	Feb. & Aug.	"	1885	97
1st Mort. (Agricultural Br. R.R.).....	100,000	6	Jan. & July.	Northboro'.	1875	....	Funded Coupons.....	756,000	7	May & Nov.	"	1883	90
1st Mortgage (B. C. and F. R.R.).....	300,000	6	"	Boston.	1886	....	General 1st Mortgage.....	3,604,000	7	Feb. & Aug.	"	1885	91
Boston, Concord and Montreal:							1st Mortgage, Appleton Ext.....	184,000	7	"	"	1885	....
1st Mort. (Conc. to War. 71 m.).....	200,000	7	Feb. & Aug.	New York.	1865	....	1st Mortgage, Green Bay Ext.....	300,000	7	"	"	1885	....
2d Mort. conv. (1st M. on 22 1/2 m.)	100,000	6	Jan. & July.	Boston.	1870	....	Equipment Bonds.....	165,000	7	April & Oct.	"	1874	....
2d Mort. conv. (1st M. on 22 1/2 m.)	250,000	7	"	New York.	1870	....	Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	"	1884	....
Sinking Fund Mortgage.....	500,000	6	"	Boston.	1889	....	Elgin and State L. purchase b'ds	189,000	6	"	"	1878	....
Boston, Hartford and Erie:							Consolidated sinking fund bonds	3,040,000	7	F. M. A. & N.	"	1915	95
1st Mortgage (old).....	600,000	7	March & Sept.	Boston.	1884	78 1/2	Equipment Bonds.....	2,200,000	10	May & Nov.	"	1871	....
1st Mortgage (new).....	3,900,000	7	Jan. & July.	"	1890	61 1/2	1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	"	1882	....
Boston and Lowell:							2d Mort. (Gal. & Chic. U. R. R.)	1,173,000	7	May & Nov.	"	1875	....
Company bonds (no mortgage).....	440,000	6	Jan. & July.	Boston.	1873	....	1st Mortgage (Peninsula R.R.)..	1,075,000	7	March & Sept.	"	1893	....
Company bonds (no mortgage).....	200,000	6	April & Oct.	"	1879	....	1st Mortgage (Chic. & Mil. R.R.)	1,726,200	7	Jan. & July.	"	1893	90
Company bonds (no mortgage).....	304,600	6	"	"	1887	....	Chicago, Rock Island and Pacific:						
Boston and Providence:							1st Mortgage (C. & B. I. R.R.)..	1,397,000	7	Jan. & July.	New York.	1870	100 1/2
Company bonds (no mortgage).....	94,382	6	April & Oct.	Boston.	'68-'77	....	1st Mort. (C. R. I. and P. R. R.)	6,699,000	7	"	"	1896	94 1/2
Buffalo, Bradford and Pittsburg:							Cin. & Chic. A. L. (C. C. & I. C. R. R.)						
1st Mortgage.....	1,766,000	7	Jan. & July.	New York.	1886	....	1st Mortgage.....	7	Feb. & Aug.	New York.	1890	....
Buffalo, Corry and Pittsburg:							Sinking Fund.....	7	May & Nov.	"	1890	....
1st Mortgage (B. C. & P. of Pa.).....	100,000	7	Jan. & July.	Pittsburg.	18—	....	Cincinnati, Dayton and Eastern:						
1st Mort. (Buff. & O. C. Cross-cut)	600,000	7	"	New York.	18—	....	1st Mortgage.....	465,000	7	Feb. & Aug.	New York.	1896	....
Buffalo and Erie:							Cincinnati, Hamilton and Dayton:						
Co. bonds (Buff. and State Line).....	400,000	7	June & Dec.	New York.	1870	....	2d Mortgage (1st Mort. paid).....	1,250,000	7	May & Nov.	New York.	1890	....
Co. bonds (Buff. and State Line).....	100,000	7	May & Nov.	"	1873	....	3d Mortgage.....	500,000	8	Jan. & July.	"	1885	....
Co. bonds (Buff. and State Line).....	200,000	7	Jan. & July.	"	1882	....	Cincinnati and Indiana:						
Co. bonds (Erie and Northeast).....	300,000	7	"	"	1886	....	1st Mortgage.....	2,000,000	7	— & —	New York.	1895	....
Buffalo, New York and Erie:							Cincinnati and Indianapolis June:						
1st Mortgage.....	2,000,000	7	June & Dec.	New York.	1								

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cleveland, Painesv. and Asht.	\$500,000	7	Jan. & July.	New York.	1874	....	Erie:						
1st Mortgage.....	1,000,000	7	" " "	" " "	1881	....	1st Mortgage.....	\$3,000,000	7	May & Nov.	New York.	1877	105
2d Mortgage.....	1,000,000	7	" " "	" " "	1888	....	2d Mortgage.....	4,000,000	7	March & Sept.	" " "	1879	100
3d Mortgage.....	1,000,000	7	April & Oct.	" " "	1888	....	3d Mortgage.....	6,000,000	7	" " "	" " "	1883	95
Cleveland and Toledo:							4th Mortgage.....	4,441,000	7	April & Oct.	" " "	1880	92 1/2
1st Mort. (June R. R. 1st Div.)..	27,000	7	April & Oct.	New York.	1867	....	5th Mortgage.....	926,500	7	June & Dec.	" " "	1888	....
1st Mort. (June R. R. 2d Div.)..	126,000	7	June & Dec.	" " "	1882	....	Buffalo Branch Bonds.....	186,400	7	Jan. & July.	" " "	1891	....
1st Mortgage (Clev. and Tol.)...	692,000	7	April & Oct.	" " "	1886	....	Sterling Loan £800,000.....	3,875,520	7	March & Sept.	London.	1875	....
1st Mortgage S. F. (Clev. & Tol.)	2,021,000	7	Jan. & July.	" " "	1885	100 1/2	Erie and Pittsburgh:						
Columbia and Augusta:							1st Mortgage.....	900,000	7	Jan. & July.	Philadelphia.	1882	....
1st Mortgage for \$1,000,000.....	650,000	7	Jan. & July.	New York.	1888	....	2d Mortgage for \$700,000.....	370,200	7	April & Oct.	" " "	1875	....
Columbus, Chicago & Ind. Cent.							Evansville and Crawfordsville:						
Trust Mort. S. F. for \$15,000,000.	.....	7	April & Oct.	New York.	1908	80 1/2	1st Mortgage of 1862.....	350,000	7	Jan. & July.	New York.	1869	....
Columbus and Indiana Central:							1st Mortgage of 1864.....	740,000	7	May & Nov.	" " "	1869	....
1st Mortgage.....	3,200,000	7	May & Nov.	New York.	1904	81 1/2	Rockville Extension 1st Mort.....	150,000	7	Feb. & Aug.	" " "	1881	....
2d Mortgage.....	816,000	7	" " "	" " "	18—	....	Fall River, Warren & Providence:						
Income Bonds.....	1,500,000	7	" " "	" " "	18—	....	1st Mortgage.....	200,000	7	" " "	Providence.	18—	....
Columbus and Xenia:							Flemington:						
1st Mortgage for \$500,000.....	248,000	7	March & Sept.	Columbus.	1890	....	1st Mortgage, guaranteed.....	100,000	6	" " "	Princeton.	18—	....
Connecticut and Passumpsic Riv.:							Flint and Pere Marquette:						
1st Mortgage for \$800,000.....	573,800	6	June & Dec.	Boston.	1876	....	1st Mortgage.....	815,000	7	" " "	New York.	18—	....
Notes.....	300,000	7	" " "	" " "	1876	....	Galena and Chicago Union:						
Connecticut River:							1st Mortgage.....	1,919,000	7	Feb. & Aug.	New York.	1882	....
1st Mortgage.....	250,000	6	March & Sept.	Boston.	1878	96 1/2	2d Mortgage.....	1,173,000	7	May & Nov.	" " "	1875	....
Connecting:							Mississippi Bridge.....	200,000	7	Jan. & July.	" " "	1884	....
1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1896	86	Grand Rapids and Indiana:						
Council Bluffs and St. Joseph:							1st Mortgage.....	167,000	7	Jan. & July.	New York.	1886	....
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1887	....	Grand River Valley:						
Cumberland Coal and Iron:							1st Mortgage, guaranteed.....	100,000	8	Jan. & July.	New York.	18—	....
Bonds of Nov., 1862.....	397,000	6	Jan. & July.	New York.	1869	....	Grand Trunk (Ca.):						
Bonds of Feb., 1864.....	89,000	6	Feb. & Aug.	" " "	1869	....	1st Preference Bonds.....	12,573,661	5*	Jan. & July.	London.	18—	....
Bonds of July, 1867.....	98,000	6	" " "	" " "	1877	....	2d Preference Bonds.....	7,355,986	5*	" " "	" " "	18—	....
Cumberland and Pennsylvania:							3d Preference Stock.....	3,411,094	4*	" " "	" " "	18—	....
1st Mortgage for \$1,000,000.....	898,000	6	March & Sept.	New York.	1891	....	4th Preference Stock.....	25,592,860	4*	" " "	" " "	18—	....
Cumberland Valley:							Equipment Bonds.....	2,433,333	6*	April & Oct.	" " "	18—	....
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....	Postal and Military bonds.....	5,840,000	var	Feb. & Aug.	" " "	18—	....
2d Mortgage.....	109,500	8	" " "	" " "	1904	....	Great Western of Canada:						
Company's Bonds.....	85,300	6	" " "	Harrisburg.	18—	....	Government Loan £573,688.....	2,782,387	6*	" " "	Ottawa.	....	....
Danbury and Norwalk:							Mortgage Bonds £615,200.....	2,983,720	6*	" " "	London.	73-76	....
1st Mortgage.....	100,000	7	Jan. & July.	New York.	70-80	....	Mortgage Bonds £547,000.....	2,652,950	6*	" " "	" " "	77-78	....
Dayton and Michigan:							Stock Debentures £46,700.....	226,500	5*	" " "	" " "	irred.	....
1st Mortgage.....	283,000	7	Jan. & July.	New York.	1867	....	Great Western of Illinois:						
2d Mortgage.....	2,589,000	7	" " "	" " "	1881	....	1st Mortgage (W. Div.).....	1,000,000	10	April & Oct.	New York.	1868	....
3d Mortgage.....	642,000	7	March & Sept.	" " "	1884	....	1st Mortgage (E. Div.).....	45,000	7	Feb. & Aug.	" " "	1888	....
Toledo Depot Bonds.....	169,500	7	" " "	" " "	81-94	....	1st Mortgage (General).....	2,500,000	7	" " "	" " "	1888	....
Dayton and Union:							2d Mortgage.....	2,500,000	7	May & Nov.	" " "	1893	70 1/2
1st Mortgage, registered.....	149,000	7	March & Sept.	New York.	1879	....	Greenville and Columbia:						
2d Mortgage.....	135,000	7	June & Dec.	" " "	1879	....	State guaranteed bonds.....	550,000	6	Jan. & July.	Charleston.	18—	....
Income Bonds.....	251,000	6	" " "	" " "	79 aft	....	1st Mortgage.....	1,000,000	7	" " "	New York.	18—	....
Dayton and Western:							Hannibal and St. Joseph:						
1st Mortgage.....	275,000	7	March & Sept.	New York.	1882	....	State Loan of 1851.....	1,500,000	6	Jan. & July.	New York.	1881	92
2d Mortgage.....	463,000	6	June & Dec.	" " "	....	....	State Loan of 1855.....	1,500,000	6	" " "	" " "	1885	....
Delaware:							Land Mort. of 1863 for \$3,400,000	2,300,000	7	April & Oct.	" " "	1888	....
1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1875	....	Convertible bonds of 1863.....	800,000	7	Jan. & July.	" " "	1888	....
Guaranteed Bonds.....	100,000	6	" " "	" " "	1875	....	Six year bonds of 1865.....	1,000,000	10	" " "	" " "	1872	....
State Loan.....	170,000	6	" " "	" " "	1876	....	Harrisburg and Lancaster:						
Delaware, Lackawanna & Western:							1st Mortgage, guaranteed.....	700,000	6	Jan. & July.	Philadelphia.	1883	....
1st Mort. (L. & W.) for \$900,000.	564,000	7	Jan. & July.	New York.	1871	96	Hartford and New Haven:						
1st Mort. (East. Ext.) \$1,500,000.	1,111,000	7	April & Oct.	" " "	1875	99	1st Mortgage.....	927,000	6	Jan. & July.	New York.	1873	....
2d Mort. (General) for \$2,600,000.	1,633,000	7	March & Sept.	" " "	1881	....	Hartford, Providence and Fishkill:						
Des Moines Valley:							1st Mort. (R. Island 26.32 m.).....	481,000	7	Jan. & July.	Hartford.	1876	....
1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877	....	1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" " "	" " "	1876	....
Income Bonds.....	462,000	7	Jan. & July.	" " "	1884	....	Hempfield:						
Detroit and Milwaukee:							1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	18—	....
1st Mortgage, convertible.....	2,500,000	7	May & Nov.	New York.	1875	....	Housatonic:						
2d Mortgage.....	1,000,000	8	" " "	" " "	1884	....	1st Mortgage.....	191,000	6	Jan. & July.	Bridgeport.	1877	....
1st Mortgage Funded Coupons.....	628,525	7	Jan. & July.	" " "	1875	....	2d Mortgage.....	96,000	7	" " "	" " "	1885	....
2d Mortgage Funded Coupons.....	377,115	7	May & Nov.	" " "	1875	....	Houston and Texas Central:						
Bonds of June 30, 1866, (cond.)	1,837,789	7	" " "	" " "	1886	....	Texas State Loan, sinking fund.	432,000	6	April & Oct.	New York.	67-69	....
Detroit, Mon. & Tol. (M.S. & N.L.)							1st Mortgage.....	1,360,000	7	Jan. & July.	" " "	1866	....
1st Mortgage.....	924,000	7	Feb. & Aug.	New York.	1876	....	Land Mort. S. F. (\$20,000 p. m.)	.....	6*	" " "	" " "	1891	....
Detroit and Pontiac (Det. & Mil.):							Hudson River:						
1st Mortgage.....	250,000	7	Jan. & July.	New York.	1878	....	1st Mortgage.....	110,000	6	Feb. & Aug.	New York.	1869	101
2d Mortgage.....	250,000	8	Feb. & Aug.	" " "	1886	....	1st Mortgage.....	1,954,000	7	" " "	" " "	1869	....
Dubuque and Sioux City:							1st Mortgage.....	1,936,000	7	" " "	" " "	1875	....
1st Mortgage (1st Division).....	300,000	7	Jan. & July.	New York.	1883	....	2d Mortgage, sinking fund.....	2,000,000	7	June & Dec.	" " "	1885	104 1/2
1st Mortgage (construction).....	660,000	7	" " "	" " "	1894	....	3d Mortgage.....	183,000	7	May & Nov.	" " "	1875	....
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	" " "	1888	....	Huntington and Broad Top Mt.:						
Dubuque Southwestern:							1st Mortgage.....	416,000	7	April & Oct.	Philadelphia.	1870	....
1st Mortgage, preferred.....	100,000	7	Jan. & July.	New York.	1895	....	2d Mortgage.....	367,500	7	Feb. & Aug.	" " "	1875	....
2d Mortgage, ordinary.....	450,000	7	" " "	" " "	1895	....	Consol. Mortgage.....	725,245	7	April & Oct.	" " "	1895	....
East Brandywine & Waynesboro:							Illinois Central:						
1st Mortgage.....	168,000	7	Feb. & Aug.	Philadelphia.	1882	....	Construction.....	5,090,500	7	April & Oct.	New York.	1875	120
Eastern:							Construction.....	2,499,000	6	" " "	" " "	1875	....
State Loan (1st Lien).....	350,000	5	J. A. J. & O.	Boston.	68-72	....	Redemption.....	2,563,000	6	" " "	" " "	1890	....
2d Mortgage, (convert. sterling)...	420,000	5*	Jan. & July.	London.	1872	....	Redemption, sterling.....	363,000	6*	" " "	London.	1875	....
2d Mortgage, convertible.....	739,000	6	Feb. & Aug.	Boston.	1874	....	Illinois and Southern Iowa:						
1st Mortgage, (Essex Railroad)...	214,400	6	Jan. & July.	" " "	1876	....	1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882	....
East Pennsylvania:							Indianapolis, Cin. and Lafayette:						
1st Mortgage, Sinking Fund....	574,900	7	April & Oct.	Philadelphia.	1888	....	1st Mortgage (Ind. and Cin.)...	500,000	7	Jan. & July.	New York.	1866	....
East Tennessee and Georgia:							Indianapolis and Madison:						
Tennessee Loan (old).....	1,037,000	6	Jan. & July.	New York.	1882	....	1st Mortgage.....	612,000	7	May & Nov.	New York.	1881	....
Tennessee Loan (1866).....	449,830	6	" " "	" " "	1898	....	Jackson, Lansing and Saginaw:						
Mortgage (old).....	643,000	6	" " "	" " "	18—	....	1st Mortgage.....	1,496,000	8	Jan. & July.	New York.	1884	....
Mortgage (new).....	124,900	7	" " "	" " "	18—	....	Jeffersonville (J. M. & L.):						
East Tennessee and Virginia:							1st Mortgage.....	397,000	7	March & Sept.	New York.	1861	....
Tennessee Loan (old).....	1,599,000	6	Jan. & July.	New York.	1888	....	2d Mortgage.....	.....	7	April & Oct.	" " "	1873	....
Tennessee Loan (1866).....	800,000	6	" " "	" " "	1898	....	Jeffersonville, Madison & Indian:						
Tennessee endorsed bonds.....	185,000	6	" " "	" " "	18—	....	1st Mortgage.....	1,980,000	7	April & Oct.	New York.	1906	....
Edgetfield and Kentucky:							Louisville Loan (endorsement)...	150,000	6	" " "	" " "	1882	....
Tennessee Loan.....	870,000	6	Jan. & July.	New York.	18—	....	Joliet and Chicago:						
Elmira and Williamsport:							1st Mortgage, guaranteed, S. F.:	600,000	8	Jan. & July.	New York.	1874	....
1st Mortgage.....	1,060,000	7	Jan. & July.	Philadelphia.	1880	....	Joliet and Northern Indiana:						
Plain Bonds.....	570,000	5	April & Oct.	" " "	1872	....	1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	New York.	1883	....
European and North American:							Junction, Philadelphia:						
1st Mortgage, S. F., £411,000.....	.....	6*	Jan. & July.	London.	18—	....	1st Mortgage, guaranteed.....	800,000	6	April & Oct.	Philadelphia.	1896	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Kentucky Central:							Mississippi and Tennessee:						
1st Mort. (Covington & Lexing.)	\$128,000	7	— & —	New York.	1872	...	1st Mortgage.....	\$600,000	7	April & Oct.	New York.	1876	...
2d Mortgage (do.).....	844,000	7	— & —	" "	1882	...	2d Mortgage for \$1,300,000.....	850,000	8	Jan. & July.	" "	1870	...
3d Mortgage (do.).....	286,000	7	— & —	" "	1886	...	Tennessee State Loan.....	317,800	6	" "	" "	1892	...
Keokuk and St. Paul:							Mobile and Girard:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1887	...	1st Mortgage Bonds.....	\$250,000	6	— & —	.....	18—	...
Income and Charleston:	100,000	7	" "	" "	1887	...	Mobile and Ohio:						
Knoxville and Kentucky:	450,000	6	Jan. & July.	New York.	1898	...	1st Mortgage, Sterling.....	4,503,000	6*	May & Nov.	London.	1882	...
Tenn. State Loan.....							1st Mortgage, Sterling.....	1,600,500	6	Jan. & July.	Mobile.	1882	...
Knoxville and Kentucky:							Tennessee Loans.....	388,900	8	May & Nov.	New York.	1891	...
Tenn. State Loan (old).....	1,310,000	6	Jan. & July.	New York.	1890	...	Income of '61, '62, '65 and '67.....	556,421	8	" "	Mobile.	1897	...
Tenn. State Loan (new).....	800,000	6	" "	" "	1898	...	Liquidation (10 year) bonds.....	607,900	8	" "	New York.	1876	...
Lackawanna and Bloomsburg:							Interest bonds.....				Mobile.	1882	...
1st Mortgage.....							Montgomery and Eufaula:						
1st Mortgage (Extension).....							1st Mortgage, endorsed by Ala.....	129,000	8	March & Sept.	New York.	1880	...
2d Mortgage.....							Montgomery and West Point:						
2d Mortgage (Extension).....							Company Bonds.....	100,000	7	Jan. & July.	.....	1870	...
Lake Erie and Louisville:							Company Bonds.....	299,200	7	" "	.....	1876	...
1st Mortgage for \$1,600,000.....	500,000	7	Jan. & July.	New York.	1893	...	Company Bonds.....	639,500	7	" "	.....	1881	...
Lehigh and Lackawanna:							Morris and Essex:						
1st Mortgage (tax free).....	200,000	7	Feb. & Aug.	Philadelphia.	1897	...	1st Mortgage, Sinking Fund.....	5,000,000	7	May & Nov.	New York.	1914	100 1/2
Lexington and Frankfort:							2d Mortgage.....	3,000,000	7	Feb. & Aug.	" "	1891	87 1/2
1st Mortgage.....	44,000	6	Jan. & July.	Lexington.	'69-'74	...	Nashville and Chattanooga:						
Lehigh Valley:							1st Mortgage, endorsed by Tenn.....	1,569,000	6	Jan. & July.	New York.	18—	...
1st Mort. (exchangeable for new)	1,437,000	6	May & Nov.	Philadelphia.	1873	...	Tenn. State Loan.....	150,000	6	" "	" "	18—	...
New Mortgage, free of taxes.....	1,000,000	6	June & Dec.	" "	1898	...	Tenn. Coupons Funded.....	426,270	6	" "	" "	18—	...
Little Miami:							Nashville and Decatur:						
1st Mortgage.....	1,489,000	6	May & Nov.	New York.	1883	...	Tenn. State Loan.....	2,115,176	6	Jan. & July.	New York.	'88-'93	...
Cincinnati Loan.....	100,000	6	" "	Cincinnati.	1880	...	Income Bonds (Tenn. and Ala.).....	205,000	6	April & Oct.	Nashville.	1870	...
Little Schuylkill:							Nashville and Northwestern:						
1st Mortgage, sinking fund.....	847,500	7	April & Oct.	Philadelphia.	1877	...	Tenn. State Loan.....	2,672,000	6	Jan. & July.	New York.	'88-'94	...
Long Island:							2d Mortgage.....	792,050	6	" "	" "	'71-'83	...
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1870	...	Naugatuck:						
Hunter's Point Extension.....	175,000	7	Feb. & Aug.	" "	1890	...	1st Mortgage, Convertible.....	246,000	7	Jan. & July.	Bridgeport.	1876	...
Glen Cove Branch.....	150,000	6	May & Nov.	" "	1893	...	Newark and New York:						
Louisville, Cincin. and Lexington:							1st Mortgage.....	600,000	...	— & —	New York.	18—	...
1st Mortgage for \$3,000,000.....	2,116,000	7	Jan. & July.	New York.	1897	...	New Bedford and Taunton:						
Louisville and Frankfort:							1st Mortgage.....	174,000	6	Jan. & July.	Boston.	1881	...
1st Mortgage.....	108,000	6	Jan. & July.	New York.	'69-'78	...	New Brunswick and Canada:						
Louisville Loan.....	100,000	6	" "	" "	1881	...	1st Mortgage, Sterling \$220,000.....	1,100,000	6*	May & Nov.	London.	1867	...
Louisville and Nashville:							Newcastle and Beaver Valley:						
1st Mortgage, Main Stem.....	1,594,000	7	Jan. & July.	New York.	'69-'77	...	1st Mortgage for \$150,000.....	125,000	7	May & Nov.	Philadelphia.	1882	...
1st Mortgage, Memphis Branch.....	267,000	7	May & Nov.	" "	'78-'79	...	2d Mortgage for \$100,000.....	30,200	7	March & Sept.	" "	1877	...
1st Mortgage, Bardtown Branch.....	30,000	7	— & —	" "	18—	...	New Haven and Northampton:						
1st Mort. Lebanon Br. and Ext.....	600,000	7	— & —	" "	18—	...	1st Mortgage.....	450,000	7	Jan. & July.	New Haven.	1869	...
Louisville Loan, Main Stem.....	849,000	6	April & Oct.	" "	'86-'87	...	1st Mort. (Hamps. & Hampd.).....	200,000	6	April & Oct.	" "	1874	...
Louisville Loan, Lebanon Br.....	225,000	7	May & Nov.	" "	1886	...	New Jersey:						
Louisville Loan, Leb. Br. Ext.....	600,000	6	April & Oct.	" "	1893	...	Company Bonds (var. issues).....	850,000	6	Feb. & Aug.	New York.	'73-'87	...
Louisville, N. Albany & Chicago:							New London Northern:						
1st Mortgage, New Albany & Salem	2,235,000	6	— & —	New York.	18—	...	1st Mortgage.....	60,000	7	Jan. & July.	New London.	1875	...
Macon and Brunswick:							1st Mortgage, Extension.....	370,000	7	March & Sept.	" "	1885	...
1st Mort. endorsed by Georgia.....	160,000	7	Jan. & July.	New York.	1887	...	N. Orleans, Jackson & Gt. North:						
McMinnville and Manchester:							1st Mortgage for \$3,000,000.....	2,741,000	8	Jan. & July.	New York.	1886	...
Tenn. State Loan.....	772,000	6	Jan. & July.	New York.	.....	...	2d Mortgage for \$3,000,000.....	1,019,000	8	" "	" "	1890	...
Mahogany and Broad Mountain:							N. Orleans, Opelousas & Gt. Wtu:						
1st Mortgage.....	250,000	6	Jan. & July.	Philadelphia.	1884	...	1st Mort. construction (80 m.) ..	1,903,000	8	April & Oct.	New York.	1889	...
Maine Central:							2d Mort. (F.) for \$1,000,000 (80m.)	40,000	8	Jan. & July.	" "	1887	...
\$1,100,000 Loan.....	1,095,000	6*	Feb. & Aug.	Boston.	'90-'91	...	New York Central:						
\$400,000 Loan.....	315,200	6	June & Dec.	" "	'70-'71	...	Premium, Sinking Fund Bonds.....	6,189,954	6	May & Nov.	New York.	1883	95
Bangor City Loan.....	660,000	6	April & Oct.	" "	1874	...	Funding, Sinking Fund Bonds.....	1,514,000	7	Feb. & Aug.	" "	1876	...
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	...	Bonds for B. & N. Falls R.R. Co.	77,000	6	May & Nov.	" "	1883	...
Marietta and Cincinnati:							Bonds for railroad stocks.....	594,000	6	" "	" "	1883	...
1st Mortgage.....	2,363,385	7	Feb. & Aug.	Baltimore.	1892	91 1/2	Bonds for real estate.....	165,000	6	" "	" "	1883	...
1st Mortgage, Sterling.....	1,000,000	7*	" "	London.	1892	...	Bonds and mortgages.....	176,865	7	various.	" "	var.	...
2d Mortgage.....	620,000	7	May & Nov.	Baltimore.	1896	76 1/2	Convertible bonds.....	453,000	7	Feb. & Aug.	" "	1876	...
Scioto and Hooking Valley.....	300,000	7	" "	" "	1896	...	Renewal bonds of 1868.....	2,900,000	6	June & Dec.	" "	1887	95 1/2
Memphis and Charleston:							New York and Flushing:						
Tenn. State Loan.....	1,595,530	6	Jan. & July.	New York.	1892	...	1st Mortgage.....	125,000	7	— & —	New York.	18—	...
1st Mortgage, Convertible.....	1,294,000	7	May & Nov.	" "	1880	...	New York and Harlem:						
2d Mortgage for \$1,000,000.....	417,000	7	Jan. & July.	" "	1887	...	1st Mortgage of 1853.....	3,000,000	7	May & Nov.	New York.	1873	102 1/2
Memphis and Little Rock:							3d Mortgage of 1863.....	99,506	7	Jan. & July.	" "	1863	...
Tenn. State Loan.....	1,582,000	6	Jan. & July.	New York.	18—	...	Consolidated mortgage of 1863.....	1,797,000	7	Feb. & Aug.	" "	1863	...
Memphis and Little Rock:							New York and New Haven:						
Tenn. State, Indorsements.....	350,000	6	Jan. & July.	New York.	18—	...	1st Mortgage.....	1,068,500	6	April & Oct.	New York.	1875	96 1/2
Tenn. State, Funded coupons.....	105,000	6	" "	" "	18—	...	New York, Providence & Boston:						
Mortgage (road and land).....	600,000	8	May & Nov.	" "	1890	...	1st Mortgage.....	230,000	6	Feb. & Aug.	New York.	'73-'78	...
Memphis and Ohio:							Improvement Bonds.....	100,000	7	Jan. & July.	" "	1881	...
Tenn. State Loan and coupons.....	2,396,110	6	Jan. & July.	New York.	18—	...	Extension Bonds.....	250,000	6	May & Nov.	" "	1883	...
Michigan Central:							Norfolk and Petersburg:						
1st Mortgage, sterling.....	467,489	6*	Jan. & July.	London.	1872	...	1st Mortgage.....	297,750	7	Jan. & July.	New York.	'65-'70	...
1st Mortgage, sterling, convertible	500,000	8*	March & Sept.	" "	1869	...	1st Mortgage.....	328,600	8	" "	" "	'65-'70	...
1st Mortgage, dollars, convertible	1,777,000	8	" "	New York.	1869	115	2d Mortgage for \$300,000.....	6,000	8	" "	Norfolk.	1869	...
1st Mortgage, dollars, convertible	280,000	8	April & Oct.	" "	1882	...	North Eastern:						
Consol. Sinking Fund Mortgage	4,231,500	8	" "	" "	1882	117	1st Mortgage.....	700,000	7	March & Sept.	Charleston.	1869	...
Michigan Southern & North. Ind:							2d Mortgage for \$300,000.....	145,000	7	" "	" "	1868	...
1st Mortgage, Sinking Fund.....	6,094,000	7	May & Nov.	New York.	1885	100 1/2	Interest Certificates.....	228,086	7	Jan. & July.	" "	1875	...
2d Mortgage.....	2,693,000	7	" "	" "	1877	93	North Missouri:						
Goshen Air Line Mortgage.....	637,000	7	Feb. & Aug.	" "	1868	...	1st Mortgage for \$5,000,000.....	3,000,000	7	Jan. & July.	New York.	1898	83 1/2
Detroit, Monroe & Toledo Mort.	924,000	7	" "	" "	1876	...	North Pennsylvania:						
Mifflin and Centre County:							1st Mortgage.....	2,638,349	6	Jan. & July.	Philadelphia.	1880	90
1st Mortgage.....	145,000	6	April & Oct.	Philadelphia.	1885	...	Chattel Mortgage.....	377,365	10	April & Oct.	" "	1887	...
Milwaukee and Prairie du Chien:							2d Mortgage.....	274,500	7	— & —	" "	18—	92
1st Mortgage.....	390,500	7	Jan. & July.	New York.	1891	...	North Shore, S. I.:						
or as they will be on completion of ex	3,582,000	8	anges—	" "	18—	...	1st Mortgage.....	110,200	7	— & —	New York.	18—	...
2d Mortgage.....	739,000	8	" "	" "	18—	...	Northern Central:						
Milwaukee and St. Paul:							1st Mortgage, Sinking Fund.....	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	...
1st Mortgage.....	5,361,000	7	Jan. & July.	New York.	1893	93 1/2	2d Mortgage, Sinking Fund.....	2,500,000	6	Jan. & July.	" "	1885	86
2d Mortgage and Income.....	1,500,000	7	April & Oct.	" "	1884	88 1/2	3d Mortgage, Sinking Fund.....	1,064,500	6	April & Oct.	" "	1900	87 1/2
1st Mort. (Iowa and Minn. Div.)	2,000,000	7	Jan. & July.	" "	18—	...	Northern New Hampshire:						
Minnesota Valley:							Company Bonds.....	145,000	6	April & Oct.	Boston.	1874	...
1st Mortgage \$6,000 per mile.....	100,000	7	Jan. & July.	New York.	1896	...	Northern New Jersey:						
Mississippi Central:							1st Mortgage.....	300,000	7	Jan. & July.	New York.	18—	...
1st Mortgage.....	1,246,000	7	May & Nov.	New York.	18—	...	North Western Virginia:						
2d Mortgage.....	1,517,000	8	Feb. & Aug.	" "	18—	...	1st Mortgage.....						
Tenn. State Loan.....	1,078,980	6	Jan. & July.	" "	1896	...	2d Mortgage (B. & O. R. R. Co.)	493,000	6	Jan. & July.	" "	1873	93
							3d Mortgage (B. & O. R. R. Co.)	209,000	6	" "	" "	1895	...

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
North Carolina:													
Equipment Bonds of 1857.....	\$339,000	8	March & Sept.	Office, N. Car.	1867	.....	Providence, Warren and Bristol:						
New Loan for \$800,000.....		8			1857	.....	1st Mortgage.....	\$100,000	8	March & Sept.	Providence.	1872	.....
Ogdensburg and Lake Champlain:							2d Mortgage.....	50,000	8	June & Dec.	"	1877	.....
1st Mort. conv. into pref. stock.....	985,000	7	Jan. & July.	Boston.	1870	100	Quincy and Toledo:						
Ohio and Mississippi:							1st Mortgage.....	500,000	7	May & Nov.	New York.	1890	.....
1st Mortgage, E. Div.....	2,050,000	7	Jan. & July.	New York.	1872	95½	Raritan and Delaware Bay:						
1st Mortgage, W. Div.....	850,000	7	"	"	1872	.....	1st Mortgage, S. F. (63 m.).....	1,000,000	7	March & Sept.	New York.	1888	.....
2d Mortgage, W. Div.....	750,000	7	"	"	1874	.....	2d Mortgage.....	250,000	7	"	"	1888	.....
Income, W. Div.....	221,500	7	April & Oct.	"	1882	.....	Equipment Bonds, convertible.....	208,000	7	"	"	1876	.....
Old Colony and Newport:							Tom's River Br. 1st Mort.....	74,800	7	"	"	18	.....
Company Bonds.....	180,000	6	April & Oct.	Boston.	'67-'69	96½	Reading and Columbia:						
Company Bonds.....	223,000	6	Various.	"	'77-'84	.....	1st Mortgage.....	650,000	7	March & Sept.	Philadelphia.	1882	.....
Company Bonds.....	2,467,000	6	"	"	'76-'76	.....	2d Mortgage.....	700,000	7	June & Dec.	"	1884	.....
Orange, Alexandria & Manassas:							Rensselaer and Saratoga:						
1st Mort. (Alex. to Gordonsville).....	400,000	6	May & Nov.	New York.	1873	.....	1st Mortgage (R. & S.).....	150,000	7	Jan. & July.	New York.	1873	.....
1st Mort. (Charlotte to Lynchb.).....	1,130,500	6	Jan. & July.	"	1875	.....	1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	"	1886	.....
2d Mort. ".....	573,500	8	May & Nov.	Richmond.	1875	.....	1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	"	1890	.....
3d Mort. ".....	83,200	8	March & Sept.	Alexandria.	1880	.....	2d Mortgage (R. & S.).....	450,000	7	Jan. & July.	"	'87-'87	.....
Funded Coupons 1st & 2d Mort.	200,000	7	Jan. & July.	New York.	1877	.....	Richmond and Danville:						
Virginia State Loan of '58 & '59	249,962	7	"	"	'92-'93	.....	Virginia State Loan.....	600,000	6	Jan. & July.	New York.	'87-'88	.....
Oswego and Rome:							Bonds guaranteed by Virginia..	200,000	7	"	"	'75-'76	.....
1st Mort. guar. by R. W. & O.....	500,000	7	May & Nov.	New York.	1816	.....	4th Mortgage.....	423,000	7	Feb. & Aug.	"	1875	.....
Income.....	200,000	6	Feb. & Aug.	"	1891	.....	4th Mortgage.....	504,000	7	"	Richmond.	1873	.....
Oswego and Syracuse:							Funded Interest.....	82,100	7	"	N. Y. & Rich.	'69-'76	.....
1st Mortgage.....	498,500	6	Jan. & July.	New York.	'70-'80	.....	Richmond and Fort Wayne:						
2d Mortgage.....	375,000	7	May & Nov.	"	1885	.....	1st Mortgage, guaranteed.....		7	"	New York.	18	.....
Pacific of Mo.:							Rich., Frederickburg & Potomac:						
State Loan (20 and 30 years)...	7,000,000	6	Jan. & July.	New York.	'72-'89	.....	Company Bonds, sterling.....	57,333	6½	Jan. & July.	London.	1875	.....
Mortgage, construction.....	1,500,000	7	"	"	'68-'70	.....	Company Bonds, dollar.....	203,576	6	"	Richmond.	'69-'75	.....
St. Louis Loan.....	700,000	6	"	St. Louis.	'71-'73	.....	Company Bonds, dollar.....	271,399	7	"	"	'75-'79	.....
1st (new) Mortgage for \$7,000,000		6½	Feb. & Aug.	New York.	1893	97½	Richmond and Petersburg:						
Panama:							Company Bonds (coup. & reg.)...	130,500	7	June & Dec.	N. Y. & Rich.	1875	.....
1st Mortgage, Sterling.....	416,000	7*	April & Oct.	London.	1870	.....	Company Bonds (coupons).....	175,000	7	March & Sept.	Philadelphia.	1870	.....
2d Mortgage, Sterling.....	846,000	7*	"	"	1875	.....	Roanoke Valley (R. & Dan.):						
3d Mortgage, Sterling.....	1,912,000	7*	Feb. & Aug.										

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Shore Line (N. H. & N. L.):							West Chester and Philadelphia:						
1st Mortgage, reconstruction ...	\$55,000	7	March & Sept.	New Haven.	1880	...	1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	...
South Carolina:							2d Mortgage, registered	562,000	8	April & Oct.	"	1878	...
Sterling Bonds £452,9124	2,612,944	5*	Jan. & July.	London.	'71-'85	...	West Jersey:						
Sterling Bonds £59,0314	262,366	5*	"	Charleston.	'71-'85	...	Loan of 1861 for \$1,000,000	238,000	6	March & Sept.	Philadelphia.	1883	93
Domestic Bonds	617,167	6	various.	"	'68-'74	...	Loan of 1865 for \$1,000,000	780,000	6	Jan. & July.	"	1896	...
Domestic Bonds	595,500	7	"	"	'68-'72	...	Western (Boston and Albany):						
Domestic Bonds	280,000	7	April & Oct.	"	'88-'91	...	Sterling Loans, £899,900	4,319,520	5*	April & Oct.	London.	'68-'71	...
South Shore:							Dollar Bonds	936,500	6	"	Boston.	1875	984
1st Mortgage	150,000	6	Jan. & July.	Boston.	18—	...	Western Maryland:						
South Side, Va.:							1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1890	...
Virginia State Loan	800,000	6	Jan. & July.	New York.	1887	...	1st Mortgage, endorsed by Balt.	200,000	6	"	"	1890	...
2d Mort., guar. by Petersburg ..	300,000	6	"	Petersburg.	'70-'75	...	2d Mort. for \$300,000, end. by B.	150,000	6	"	"	1890	...
3d Mort. (for City Point R. R.) ..	175,000	6	"	"	'65-'68	...	2d M. for \$300,000, end. by W.Co.	150,000	6	"	"	1890	...
4th Mortgage	314,900	6	"	"	'70-'72	...	Western Pennsylvania:						
5th Mortgage	119,000	8	"	"	'63-'69	...	1st Mortgage, guaranteed	1,283,600	6	April & Oct.	Philadelphia.	18—	824
South Side, L. I.:							Western Union:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	...	1st Mortgage for \$5,300,000	4,000,000	7	Feb. & Aug.	New York.	1896	...
South Western:							Wills Valley:						
1st Mortgage	437,000	8	various.	Macon.	'75-'85	...	1st M. for \$1,000,000 end. by Ala.	...	7	— & —	...	18—	...
South West Pacific:							Wilm., Charlotte & Rutherford:						
1st Mort. guar. by Atl. & Pacific	2,000,000	7	Jan. & July.	New York.	1871	...	N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90-'92	...
Southern Minnesota:							1st Mortgage guar. by State .....	...	8	"	"	1897	...
1st Mortgage L. G. for \$1,000,000	900,000	7	Jan. & July.	New York.	1885	...	Wilmington and Manchester:						
Springfield and Columbus:							1st Mortgage	596,000	7	June & Dec.	New York.	1866	...
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	...	2d Mortgage	200,000	7	May & Nov.	"	1873	...
Staten Island:							Income Bonds	160,000	7	March & Sept.	Wilmington.	1864	...
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	...	Bonds secured by W. & W. stk.	75,000	7	Jan. & July.	"	1862	...
Steubenville and Indiana:							Consol. Mortgage for \$2,000,000 ..	...	7	May & Nov.	New York.	'92-'02	...
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	...	Wilmington and Weldon:						
Sullivan:							1st Mortgage, Sterling	576,888	6*	Jan. & July.	London.	1881	...
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	...	2d Mortgage, Sterling	197,777	7*	"	"	1886	91
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	...	Sinking Fund Mortgage	508,000	7	April & Oct.	New York.	1896	...
Syracuse, Binghamton and N. Y.:							Winchester and Alabama:						
1st Mortgage	1,721,514	7	April & Oct.	New York.	1876	...	Tenn. State Loan	1,098,250	6	Jan. & July.	New York.	'88-'96	...
Tallahassee:							Winchester and Potomac:						
1st Mortgage	206,000	7	Jan. & July.	New York.	18—	...	Stg. State Loan	85,333	6	August.	Richmond.	...	...
Tioga:							Trust Bonds	120,000	7	Jan. & July.	Baltimore.	1867	...
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	...	Winona and St. Peter:						
Toledo, Logansport & Burlington:							1st Mortgage (C. & N. W.) .....	...	7	Jan. & July.	New York.	18—	...
1st Mortgage	800,000	7	Feb. & Aug.	New York.	1884	...	Wrightsville, York & Gettysburg:						
Toledo, Peoria and Warsaw:							1st Mort. guar. by N. Central ..	52,000	7	May & Nov.	Baltimore.	1867	...
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	86	York and Cumberland (N. Cent.):						
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	"	1896	844	1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	...
Toledo, Wabash and Western:							2d Mortgage	25,000	6	Jan. & July.	"	1871	...
1st Mort. (To. & Ill. 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	91	3d Mortgage	500,000	6	"	"	1877	...
1st M.(L.Erie, W. & St.L. 167 m.)	2,500,000	7	"	"	1890	...	CANAL BONDS.						
2d Mort. (To. & Wabash 75 m.) ..	1,000,000	7	May & Nov.	"	1878	844	Chesapeake and Delaware:						
2d Mort. (Wab. & West. 167 m.) ..	1,500,000	7	"	"	1871	...	1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	...
Equipm't Bonds (T. & W. 75m.) ..	600,000	7	"	"	1883	76	Chesapeake and Ohio:						
S. F. R. (To. W. & W. 499 m.) ..	269,000	7	April & Oct.	"	1871	...	State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	...
Consol. M. (T. W. & W. 499 m.) ..	1,880,000	7	J. A. J. & O.	"	1907	...	Sterling, guaranteed	4,375,000	5*	Jan. & July.	London.	1890	...
Troy and Boston:							Preferred Bonds	1,609,500	6	Jan. & July.	Baltimore.	1886	...
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	...	Delaware Division:						
2d Mortgage	300,000	7	April & Oct.	"	1885	...	1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	...
3d Mortgage	650,000	7	May & Nov.	"	1875	...	Delaware and Hudson:						
Convertible Bonds	300,000	7	March & Sept.	Troy.	1882	...	1st Mortgage	531,000	7	March & Sept.	New York.	1870	...
Troy Union:							1st Mortgage (new)	1,500,000	7	May & Nov.	"	1877	...
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	...	Delaware and Raritan (See Cam						
2d Mortgage, guaranteed	180,000	6	"	"	1877	...	den and						
Union and Logansport:							Amboy R. R.)						
1st Mortgage	1,834,000	7	June & Dec.	New York.	1905	...	Erie of Pennsylvania:						
Union Pacific:							1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	...
1st Mortgage, free	20,168,000	6*	Jan. & July.	New York.	1897-8	102	Interest Bonds	161,960	7	"	"	18—	...
2d Mortgage (Gov. subsidy)	20,168,000	6*	"	"	1897-8	...	Illinois and Michigan:						
Union Pacific—Central Branch:							Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	...
1st Mortgage	1,000,000	6*	May & Nov.	New York.	1895	...	Ill. State bonds, sterling, reg.	500,967	6*	"	"	1870	...
2d Mortgage (Gov. subsidy)	1,000,000	6	Jan. & July.	"	1895	...	Ill. State bonds, stg. coup. & reg.	32,700	6*	"	New York.	1870	...
Union Pacific—Eastern Division:							Ill. State b'ds, cur. coup. & reg.	35,400	6	Jan. & July.	"	1870	...
1st Mortgage	6,400,000	6*	June & Dec.	New York.	1895	102	Lehigh Coal and Navigation:						
2d Mortgage (Gov. subsidy)	6,400,000	6	Jan. & July.	"	1895	...	1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	...
Vermont Central:							2d Loan	5,606,122	6	"	"	1884	...
1st Mortgage	3,000,000	7	June & Dec.	Philadelphia.	1866	79	3d Loan	2,000,000	6	"	"	1897	...
2d Mortgage	1,500,000	7	Jan. & July.	Boston.	1867	103	Gold Loan	5,000,000	6*	June & Dec.	"	1897	90
Equipment Loan	1,000,000	8	"	"	18—	...	Convertible Loan	1,201,850	6	"	"	1877	...
Vermont and Massachusetts:							Monongahela Navigation:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	...	1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	...
Vermont Valley:							2d Mortgage	57,000	6	"	"	18—	...
1st Mortgage	386,000	7	April & Oct.	New York.	1860	...	Morris (and Banking):						
1st Mortgage	114,000	6	"	Boston.	1860	...	1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	...
2d Mortgage	293,200	7	"	New York.	1859	...	2d Mortgage	302,750	6	"	"	1876	...
Vicksburg and Meridian:							Boat Loan	232,087	6	"	"	1885	...
Consol. Mortgage for \$3,500,000.	...	7	Jan. & July.	Philadelphia.	1890	...	North Branch:						
Virginia Central:							1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	...
State Loan	210,000	6	Jan. & July.	New York.	1891	...	Schuylkill Navigation:						
1st Mortgage (guar. by State)	100,000	6	"	N. Y. & Rich.	1880	...	1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	864
2d Mortgage	206,500	6	"	"	1872	...	2d Mortgage	3,980,670	6	Jan. & July.	"	1882	694
3d Mortgage	983,000	6	"	"	1884	...	Improvement Loan	1,601,670	6	May & Nov.	"	1876	72
Income and other unsecured bds	116,125	8	"	Richmond.	'70-'78	...	Susquehanna and Tide Water:						
Virginia and Tennessee:							Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	...
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	65	Coupon Bonds	1,250,000	6	"	Baltimore.	1878	58
2d Mortgage	23,500	6	"	"	1879	...	Preferred Interest Bonds	325,000	6	"	"	1894	...
3d Mortgage	998,000	6	"	"	1884	...	Union (Pa.):						
Salt Works Branch Bonds	9,500	6	"	"	1861	...	1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	...
Income Bonds	314,000	6	"	"	1866	...	West Branch and Susquehanna:						
Funding Bonds	866,000	8	"	"	18—	...	1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	...
Warren:							Wyoming Valley:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	...	1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	...
Warren and Franklin:							MISCELLANEOUS BONDS.						
1st Mortgage	1,937,000	7	— & —	Philadelphia.	18—	...	American Dock & Improvement:						
Warwick Valley:							Bonds guar. by C.R.R. Co., N.J.	2,000,000	7	Jan. & July.	New York.	1886	95
1st Mortgage	85,000	7	April & Oct.	New York.	1890	...	Consolidated (Md.) Coal:						
Western Alabama:							1st Mortgage, convertible	629,000	7	Jan. & July.	New York.	1885	...
1st Mortgage, guar. for \$500,000.	...	7	— & —	New York.	18—	...	Pennsylvania Coal:						
West Wisconsin:							Mortgage Loans	597,000	7	Feb. & Aug.	Philadelphia.	1881	...
1st Mort. Land Grant, stg. conv.	1,000,000	7	Jan. & July.	London.	1883	70	Western Union Telegraph:						
							1st Mortgage, convertible	4,867,000	7	May & Nov.	New York.	1875	...
							Bonds of American Tel. Co.	89,500	7*	Jan. & July.	"	1873	...

RAILROAD SHARE LIST, INCLUDING MILEAGE, ROLLING STOCK, DEBTS, INCOME, DIVIDENDS, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

Years ending	Railroad			Rolling Stock			Companies	Property and Assets				Liabilities			Operations			Earnings	Value of Shares											
	Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Engines.	Pass.		Freight.	Carr.	Railroad.		Rolling Stock.	Assets.	Accounts and Cash.	Stocks.	Bonds.	Accounts.			Surplus Income.	Railroad Operated.	Trains Moved.	Passengers.	Freight.						
Sept. 30, 1867	1867	25.0	8.9	157.0	1	14	6	3	124	Atlanta and Florida	New York	2,079,058	2,401,766	124,248	418,711	915,000	1,537,100	239,787	354,649	114.0	287,170	161,501	127,192	18,406	10,859,922	100				
Sept. 30, 1867	1867	114.0	15.1	32.0	1	15	7	6	125	Albany and Susquehanna	Pennsylvania	4,976,083	6,000,000	680,825	439,846	1,574,824	2,486,000	239,787	354,649	104.5	297,170	6,972,741	3,690,619	434,226	220,215	338,765	68,861	100		
Sept. 30, 1867	1867	132.0	12.0	48.0	1	12	10	6	107	Allegheny Valley	Pennsylvania	6,000,000	6,000,000	680,825	439,846	2,000,000	4,000,000	239,787	354,649	69.0	297,170	6,972,741	3,690,619	434,226	220,215	338,765	68,861	100		
Sept. 30, 1867	1867	23.0	3.7	8.0	1	8	3	3	101	Androscoggin	Maine	500,000	500,000	60,000	60,000	201,000	195,000	1,392,900	712,155	68.0	118,701	118,701	118,701	118,701	118,701	118,701	118,701	118,701	100	
Sept. 30, 1867	1867	23.0	3.7	8.0	1	8	3	3	101	Androscoggin	Maine	500,000	500,000	60,000	60,000	201,000	195,000	1,392,900	712,155	68.0	118,701	118,701	118,701	118,701	118,701	118,701	118,701	118,701	118,701	100
Sept. 30, 1867	1867	23.0	3.7	8.0	1	8	3	3	101	Androscoggin	Maine	500,000	500,000	60,000	60,000	201,000	195,000	1,392,900	712,155	68.0	118,701	118,701	118,701	118,701	118,701	118,701	118,701	118,701	118,701	100
Sept. 30, 1867	1867	23.0	3.7	8.0	1	8	3	3	101	Androscoggin	Maine	500,000	500,000	60,000	60,000	201,000	195,000	1,392,900	712,155	68.0	118,701	118,701	118,701	118,701	118,701	118,701	118,701	118,701	118,701	100
Sept. 30, 1867	1867	23.0	3.7	8.0	1	8	3	3	101	Androscoggin	Maine	500,000	500,000	60,000	60,000	201,000	195,000	1,392,900	712,155	68.0	118,701	118,701	118,701	118,701	118,701	118,701	118,701	118,701	118,701	100
Sept. 30, 1867	1867	23.0	3.7	8.0	1	8	3	3	101	Androscoggin	Maine	500,000	500,000	60,000	60,000	201,000	195,000	1,392,900	712,155	68.0	118,701	118,701	118,701	118,701	118,701	118,701	118,701	118,701	118,701	100
Sept. 30, 1867	1867	23.0	3.7	8.0	1	8	3	3	101	Androscoggin	Maine	500,000	500,000	60,000	60,000	201,000	195,000	1,392,900	712,155	68.0	118,701	118,701	118,701	118,701	118,701	118,701	118,701	118,701	118,701	100
Sept. 30, 1867	1867	23.0	3.7	8.0	1	8	3	3	101	Androscoggin	Maine	500,000	500,000	60,000	60,000	201,000	195,000	1,392,900	712,155	68.0	118,701	118,701	118,701	118,701	118,701	118,701	118,701	118,701	118,701	100
Sept. 30, 1867	1867	23.0	3.7	8.0	1	8	3	3	101	Androscoggin	Maine	500,000	500,000	60,000	60,000	201,000	195,000	1,392,900	712,155	68.0	118,701	118,701	118,701	118,701	118,701	118,701	118,701	118,701	118,701	100
Sept. 30, 1867	1867	23.0	3.7	8.0	1	8	3	3	101	Androscoggin	Maine	500,000	500,000	60,000	60,000	201,000	195,000	1,392,900	712,155	68.0	118,701	118,701	118,701	118,701	118,701	118,701	118,701	118,701	118,701	100
Sept. 30, 1867	1867	23.0	3.7	8.0	1	8	3	3	101	Androscoggin	Maine	500,000	500,000	60,000	60,000	201,000	195,000	1,392,900	712,155	68.0	118,701	118,701	118,701	118,701	118,701	118,701	118,701	118,701	118,701	100
Sept. 30, 1867	1867	23.0	3.7	8.0	1	8	3	3	101	Androscoggin	Maine	500,000	500,000	60,000	60,000	201,000	195,000	1,392,900	712,155	68.0	118,701	118,701	118,701	118,701	118,701	118,701	118,701	118,701	118,701	100
Sept. 30, 1867	1867	23.0	3.7	8.0	1	8	3	3	101	Androscoggin	Maine	500,000	500,000	60,000	60,000	201,000	195,000	1,392,900	712,155	68.0	118,701	118,701	118,701	118,701	118,701	118,701	118,701	118,701	118,701	100
Sept. 30, 1867	1867	23.0	3.7	8.0	1	8	3	3	101	Androscoggin	Maine	500,000	500,000	60,000	60,000	201,000	195,000	1,392,900	712,155	68.0	118,701	118,701	118,701	118,701	118,701	118,701	118,701	118,701	118,701	100
Sept. 30, 1867	1867	23.0	3.7	8.0	1	8	3	3	101	Androscoggin	Maine	500,000	500,000	60,000	60,000	201,000	195,000	1,392,900	712,155	68.0	118,701	118,701	118,701	118,701	118,701	118,701	118,701	118,701	118,701	100
Sept. 30, 1867	1867	23.0	3.7	8.0	1	8	3	3	101	Androscoggin	Maine	500,000	500,000	60,000	60,000	201,000	195,000	1,392,900	712,155	68.0	118,701	118,701	118,701	118,701	118,701	118,701	118,701	118,701	118,701	100
Sept. 30, 1867	1867	23.0	3.7	8.0	1	8	3	3	101	Androscoggin	Maine	500,000	500,000	60,000	60,000	201,000	195,000	1,392,900	712,155	68.0	118,701	118,701	118,701	118,701	118,701	118,701	118,701	118,701	118,701	100
Sept. 30, 1867	1867	23.0	3.7	8.0	1	8	3	3	101	Androscoggin	Maine	500,000	500,000	60,000	60,000	201,000	195,000	1,392,900	712,155	68.0	118,701	118,701	118,701	118,701	118,701	118,701	118,701	118,701	118,701	100
Sept. 30, 1867	1867	23.0	3.7	8.0	1	8	3	3	101	Androscoggin	Maine	500,000	500,000	60,000	60,000	201,000	195,000	1,392,900	712,155	68.0	118,701	118,701	118,701	118,701	118,701	118,701	118,701	118,701	118,701	100
Sept. 30, 1867	1867	23.0	3.7	8.0	1	8	3	3	101	Androscoggin	Maine	500,000	500,000	60,000	60,000	201,000	195,000	1,392,900	712,155	68.0	118,701	118,701	118,701	118,701	118,701	118,701	118,701	118,701	118,701	100
Sept. 30, 1867	1867	23.0	3.7	8.0	1	8	3	3	101	Androscoggin	Maine	500,000	500,000	60,000	60,000	201,000	195,000	1,392,900	712,155	68.0	118,701	118,701	118,701	118,701	118,701	118,701	118,701	118,701	118,701	100
Sept. 30, 1867	1867	23.0	3.7	8.0	1	8	3	3	101	Androscoggin	Maine	500,000	500,000	60,000	60,000	201,000	195,000	1,392,900	712,155	68.0	118,701	118,701	118,701	118,701	118,701	118,701	118,701	118,701	118,701	100
Sept. 30, 1867	1867	23.0	3.7	8.0	1	8	3	3	101	Androscoggin	Maine	500,000	500,000	60,000	60,000	201,000	195,000	1,392,900	712,155	68.0	118,701	118,701	118,701	118,701	118,701	118,701	118,701	118,701	118,701	100
Sept. 30, 1867	1867	23.0	3.7	8.0	1	8	3	3	101	Androscoggin	Maine	500,000	500,000	60,000	60,000	201,000	195,000	1,392,900	712,155	68.0	118,701	118,701	118,701	118,701	118,701	118,701	118,701	118,701	118,701	100
Sept. 30, 1867	1867	23.0	3.7	8.0	1	8	3	3	101	Androscoggin	Maine	500,000	500,000	60,000	60,000	201,000	195,000	1,392,900	712,155	68.0	118,701	118,701	118,701	118,701	118,701	118,701	118,701	118,701	118,701	100
Sept. 30, 1867	1867	23.0	3.7	8.0	1	8	3	3	101	Androscoggin	Maine	500,000	500,000	60,000	60,000	201,000	195,000	1,392,900	712,155	68.0	118,701	118,701	118,701	118,701	118,701	118,701	118,701	118,701	118,701	100
Sept. 30, 1867	1867	23.0	3.7	8.0	1	8	3	3	101	Androscoggin	Maine	500,000	500,000	60,000	60,000	201,000	195,000	1,392,900	712,155	68.0	118,701	118,701	118,701	118,701	118,701	118,701	118,701	118,701	118,701	100
Sept. 30, 1867	1867	23.0	3.7	8.0	1	8	3	3	101	Androscoggin	Maine	500,000	500,000	60,000	60,000	201,000	195,000	1,392,900	712,155	68.0	118,701	118,701	118,701							

Dec. 31, 1867	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466	467	468	469	470	471	472	473	474	475	476	477	478	479	480	481	482	483	484	485	486	487	488	489	490	491	492	493	494	495	496	497	498	499	500	501	502	503	504	505	506	507	508	509	510	511	512	513	514	515	516	517	518	519	520	521	522	523	524	525	526	527	528	529	530	531	532	533	534	535	536	537	538	539	540	541	542	543	544	545	546	547	548	549	550	551	552	553	554	555	556	557	558	559	560	561	562	563	564	565	566	567	568	569	570	571	572	573	574	575	576	577	578	579	580	581	582	583	584	585	586	587	588	589	590	591	592	593	594	595	596	597	598	599	600	601	602	603	604	605	606	607	608	609	610	611	612	613	614	615	616	617	618	619	620	621	622	623	624	625	626	627	628	629	630	631	632	633	634	635	636	637	638	639	640	641	642	643	644	645	646	647	648	649	650	651	652	653	654	655	656	657	658	659	660	661	662	663	664	665	666	667	668	669	670	671	672	673	674	675	676	677	678	679	680	681	682	683	684	685	686	687	688	689	690	691	692	693	694	695	696	697	698	699	700	701	702	703	704	705	706	707	708	709	710	711	712	713	714	715	716	717	718	719	720	721	722	723	724	725	726	727	728	729	730	731	732	733	734	735	736	737	738	739	740	741	742	743	744	745	746	747	748	749	750	751	752	753	754	755	756	757	758	759	760	761	762	763	764	765	766	767	768	769	770	771	772	773	774	775	776	777	778	779	780	781	782	783	784	785	786	787	788	789	790	791	792	793	794	795	796	797	798	799	800	801	802	803	804	805	806	807	808	809	810	811	812	813	814	815	816	817	818	819	820	821	822	823	824	825	826	827	828	829	830	831	832	833	834	835	836	837	838	839	840	841	842	843	844	845	846	847	848	849	850	851	852	853	854	855	856	857	858	859	860	861	862	863	864	865	866	867	868	869	870	871	872	873	874	875	876	877	878	879	880	881	882	883	884	885	886	887	888	889	890	891	892	893	894	895	896	897	898	899	900	901	902	903	904	905	906	907	908	909	910	911	912	913	914	915	916	917	918	919	920	921	922	923	924	925	926	927	928	929	930	931	932	933	934	935	936	937	938	939	940	941	942	943	944	945	946	947	948	949	950	951	952	953	954	955	956	957	958	959	960	961	962	963	964	965	966	967	968	969	970	971	972	973	974	975	976	977	978	979	980	981	982	983	984	985	986	987	988	989	990	991	992	993	994	995	996	997	998	999	1000
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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italics." State-aided Railroads are distinguished by a "s."

Abstract of General Balance Sheet.																									Value of Shares.
Years ending.	Railroad.			Rolling Stock.			Companies.	Property and Assets.			Liabilities.				Railroad Operated.			Operations.			Earnings.		Market.	Par.	p. c.
	Main Line.	Branch Line.	2d Track and Siding.	Engines.	Pass.	Freight.		Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Stocks.	Bonds.	Accounts.	Surplus Income.	M.	Trains Moved.	Passengers.	Freight.	Gross.	Net.	Dividends.			
Oct. 31, 1897	116.0	37.0	22.5	21	6	3,127	Lackawanna and Bloomsburg, Penn.	3,231,358	621,772	1,355,000	2,733,296	88,880	80.0	508,071	700,808	223,446	100	60	100	700,808	223,446	100	60	100	100
Dec. 31, 1897	116.0	37.0	22.5	21	6	3,127	Lake Erie and Louisville, Ohio & Ind.	1,340,250	1,340,250	840,250	2,733,296	88,880	80.0	508,071	700,808	223,446	100	60	100	700,808	223,446	100	60	100	100
Jan. 1, 1898	116.0	37.0	22.5	21	6	3,127	Leavenworth, Lawrence & Galves, Kansas.	1,340,250	1,340,250	840,250	2,733,296	88,880	80.0	508,071	700,808	223,446	100	60	100	700,808	223,446	100	60	100	100
Jan. 1, 1898	116.0	37.0	22.5	21	6	3,127	Lehigh and Lackawanna, Pennsylvania.	1,340,250	1,340,250	840,250	2,733,296	88,880	80.0	508,071	700,808	223,446	100	60	100	700,808	223,446	100	60	100	100
Oct. 31, 1897	116.0	37.0	22.5	21	6	3,127	Lehigh and Susquehanna, Pennsylvania.	1,340,250	1,340,250	840,250	2,733,296	88,880	80.0	508,071	700,808	223,446	100	60	100	700,808	223,446	100	60	100	100
Oct. 31, 1897	116.0	37.0	22.5	21	6	3,127	Lehigh Valley, Pennsylvania.	1,340,250	1,340,250	840,250	2,733,296	88,880	80.0	508,071	700,808	223,446	100	60	100	700,808	223,446	100	60	100	100
Nov. 30, 1897	116.0	37.0	22.5	21	6	3,127	Lexington and Arlington, Massachusetts.	1,340,250	1,340,250	840,250	2,733,296	88,880	80.0	508,071	700,808	223,446	100	60	100	700,808	223,446	100	60	100	100
Nov. 30, 1897	116.0	37.0	22.5	21	6	3,127	Lexington and Big Sandy, Kentucky.	1,340,250	1,340,250	840,250	2,733,296	88,880	80.0	508,071	700,808	223,446	100	60	100	700,808	223,446	100	60	100	100
Nov. 30, 1897	116.0	37.0	22.5	21	6	3,127	Lexington and Frankfort, Kentucky.	1,340,250	1,340,250	840,250	2,733,296	88,880	80.0	508,071	700,808	223,446	100	60	100	700,808	223,446	100	60	100	100
Nov. 30, 1897	116.0	37.0	22.5	21	6	3,127	Little Miami, Ohio.	1,340,250	1,340,250	840,250	2,733,296	88,880	80.0	508,071	700,808	223,446	100	60	100	700,808	223,446	100	60	100	100
Nov. 30, 1897	116.0	37.0	22.5	21	6	3,127	Little Miami and Col. & Xenia (Joint), O.	1,340,250	1,340,250	840,250	2,733,296	88,880	80.0	508,071	700,808	223,446	100	60	100	700,808	223,446	100	60	100	100
Nov. 30, 1897	116.0	37.0	22.5	21	6	3,127	Little Schuylkill, Pennsylvania.	1,340,250	1,340,250	840,250	2,733,296	88,880	80.0	508,071	700,808	223,446	100	60	100	700,808	223,446	100	60	100	100
Nov. 30, 1897	116.0	37.0	22.5	21	6	3,127	Long Branch, New Jersey.	1,340,250	1,340,250	840,250	2,733,296	88,880	80.0	508,071	700,808	223,446	100	60	100	700,808	223,446	100	60	100	100
Sept. 30, 1897	116.0	37.0	22.5	21	6	3,127	Long Branch and Sea Shore, New Jersey.	1,340,250	1,340,250	840,250	2,733,296	88,880	80.0	508,071	700,808	223,446	100	60	100	700,808	223,446	100	60	100	100
Jun. 30, 1897	116.0	37.0	22.5	21	6	3,127	Louisville, Cincinnati and Lexington, Ky.	1,340,250	1,340,250	840,250	2,733,296	88,880	80.0	508,071	700,808	223,446	100	60	100	700,808	223,446	100	60	100	100
Jun. 30, 1897	116.0	37.0	22.5	21	6	3,127	Louisville and Frankfort, Kentucky.	1,340,250	1,340,250	840,250	2,733,296	88,880	80.0	508,071	700,808	223,446	100	60	100	700,808	223,446	100	60	100	100
Jun. 30, 1897	116.0	37.0	22.5	21	6	3,127	Louisville and Nashville, Ky. and Tenn.	1,340,250	1,340,250	840,250	2,733,296	88,880	80.0	508,071	700,808	223,446	100	60	100	700,808	223,446	100	60	100	100
Sept. 30, 1897	116.0	37.0	22.5	21	6	3,127	Louisville, New Albany and Chicago, Ind.	1,340,250	1,340,250	840,250	2,733,296	88,880	80.0	508,071	700,808	223,446	100	60	100	700,808	223,446	100	60	100	100
Nov. 30, 1897	116.0	37.0	22.5	21	6	3,127	Lowell and Lawrence, Massachusetts.	1,340,250	1,340,250	840,250	2,733,296	88,880	80.0	508,071	700,808	223,446	100	60	100	700,808	223,446	100	60	100	100
Oct. 31, 1897	116.0	37.0	22.5	21	6	3,127	Lykens Valley, Pennsylvania.	1,340,250	1,340,250	840,250	2,733,296	88,880	80.0	508,071	700,808	223,446	100	60	100	700,808	223,446	100	60	100	100
Dec. 31, 1897	116.0	37.0	22.5	21	6	3,127	Lykens Valley, Pennsylvania.	1,340,250	1,340,250	840,250	2,733,296	88,880	80.0	508,071	700,808	223,446	100	60	100	700,808	223,446	100	60	100	100
Nov. 30, 1897	116.0	37.0	22.5	21	6	3,127	Lykens Valley, Pennsylvania.	1,340,250	1,340,250	840,250	2,733,296	88,880	80.0	508,071	700,808	223,446	100	60	100	700,808	223,446	100	60	100	100
Dec. 31, 1897	116.0	37.0	22.5	21	6	3,127	Lykens Valley, Pennsylvania.	1,340,250	1,340,250	840,250	2,733,296	88,880	80.0	508,071	700,808	223,446	100	60	100	700,808	223,446	100	60	100	100
Nov. 30, 1897	116.0	37.0	22.5	21	6	3,127	Lykens Valley, Pennsylvania.	1,340,250	1,340,250	840,250	2,733,296	88,880	80.0	508,071	700,808	223,446	100	60	100	700,808	223,446	100	60	100	100
Dec. 31, 1897	116.0	37.0	22.5	21	6	3,127	Lykens Valley, Pennsylvania.	1,340,250	1,340,250	840,250	2,733,296	88,880	80.0	508,071	700,808	223,446	100	60	100	700,808	223,446	100	60	100	100
Nov. 30, 1897	116.0	37.0	22.5	21	6	3,127	Lykens Valley, Pennsylvania.	1,340,250	1,340,250	840,250	2,733,296	88,880	80.0	508,071	700,808	223,446	100	60	100	700,808	223,446	100	60	100	100
Dec. 31, 1897	116.0	37.0	22.5	21	6	3,127	Lykens Valley, Pennsylvania.	1,340,250	1,340,250	840,250	2,733,296	88,880	80.0	508,071	700,808	223,446	100	60	100	700,808	223,446	100	60	100	100
Nov. 30, 1897	116.0	37.0	22.5	21	6	3,127	Lykens Valley, Pennsylvania.	1,340,250	1,340,250	840,250	2,733,296	88,880	80.0	508,071	700,808	223,446	100	60	100	700,808	223,446	100	60	100	100
Dec. 31, 1897	116.0	37.0	22.5	21	6	3,127	Lykens Valley, Pennsylvania.	1,340,250	1,340,250	840,250	2,733,296	88,880	80.0	508,071	700,808	223,446	100	60	100	700,808	223,446	100	60	100	100
Nov. 30, 1897	116.0	37.0	22.5	21	6	3,127	Lykens Valley, Pennsylvania.	1,340,250	1,340,250	840,250	2,733,296	88,880	80.0	508,071	700,808	223,446	100	60	100	700,808	223,446	100	60	100	100
Dec. 31, 1897	116.0	37.0	22.5	21	6	3,127	Lykens Valley, Pennsylvania.	1,340,250	1,340,250	840,250	2,733,296	88,880	80.0	508,071	700,808	223,446	100	60	100	700,808	223,446	100	60	100	100
Nov. 30, 1897	116.0	37.0	22.5	21	6	3,127	Lykens Valley, Pennsylvania.	1,340,250	1,340,250	840,250	2,733,296	88,880	80.0	508,071	700,808	223,446	100	60	100	700,808	223,446	100	60	100	100
Dec. 31, 1897	116.0	37.0	22.5	21	6	3,127	Lykens Valley, Pennsylvania.	1,340,250	1,340,250	840,250	2,733,296	88,880	80.0	508,071	700,808	223,446	100	60	100	700,808	223,446	100	60	100	100
Nov. 30, 1897	116.0	37.0	22.5	21	6	3,127	Lykens Valley, Pennsylvania.	1,340,250	1,340,250	840,250	2,733,296	88,880	80.0	508,071	700,808	223,446	100	60	100	700,808	223,446	100	60	100	100
Dec. 31, 1897	116.0	37.0	22.5	21	6	3,127	Lykens Valley, Pennsylvania.	1,340,250	1,340,250	840,250	2,733,296	88,880	80.0	508,071	700,808	223,446	100	60	100	700,808	223,446	100	60	100	100
Nov. 30, 1897	116.0	37.0	22.5	21	6	3,127	Lykens Valley, Pennsylvania.	1,340,250	1,340,250	840,250	2,733,296	88,880	80.0	508,071	700,808	223,446	100	60	100	700,808	223,446	100	60	100	100
Dec. 31, 1897	116.0	37.0	22.5	21	6	3,127	Lykens Valley, Pennsylvania.	1,340,250	1,340,250	840,250	2,733,296	88,880	80.0	508,071	700,808	223,446	100	60	100	700,808	223,446	100	60	100	100
Nov. 30, 1897	116.0	37.0	22.5	21	6	3,127	Lykens Valley, Pennsylvania.	1,340,250	1,340,250	840,250	2,733,296	88,880	80.0	508,071	700,808	223,446	100	60	100	700,808	223,446	10			

Feb. 28, 1868	Mar. 31, 1868	Apr. 30, 1868	May 31, 1868	Jun. 30, 1868	Jul. 31, 1868	Aug. 31, 1868	Sep. 30, 1868	Oct. 31, 1868	Nov. 30, 1868	Dec. 31, 1868	1869	1870	1871	1872	1873	1874	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	2872	2873	2874	2875	2876	2877	2878	2879	2880	2881	2882	2883	2884	2885	2886	2887	2888	2889	2890	2891	2892	2893	2894	2895	2896	2897	2898	2899	2900	2901	2902	2903	2904	2905	2906	2907	2908	2909	2910	2911	2912	2913	2914	2915	2916	2917	2918	2919	2920	2921	2922	2923	2924	2925	2926	2927	2928	2929	2930	2931	2932	2933	2934	2935	2936	2937	2938	2939	2940	2941	2942	2943	2944	2945	2946	2947	2948	2949	2950	2951	2952	2953	2954	2955	2956	2957	2958	2959	2960	2961	2962	2963	2964	2965	2966	2967	2968	2969	2970	2971	2972	2973	2974	2975	2976	2977	2978	2979	2980	2981	2982	2983	2984	2985	2986	2987	2988	2989	2990	2991	2992	2993	2994	2995	2996	2997	2998	2999	3000	3001	3002	3003	3004	3005	3006	3007	3008	3009	3010	3011	3012	3013	3014	3015	3016	3017	3018	3019	3020	3021	3022	3023	3024	3025	3026	3027	3028	3029	3030	3031	3032	3033	3034	3035	3036	3037	3038	3039	3040	3041	3042	3043	3044	3045	3046	3047	3048	3049	3050	3051	3052	3053	3054	3055	3056	3057	3058	3059	3060	3061	3062	3063	3064	3065	3066	3067	3068	3069	3070	3071	3072	3073	3074	3075	3076	3077	3078	3079	3080	3081	3082	3083	3084	3085	3086	3087	3088	3089	3090	3091	3092	3093	3094	3095	3096	3097	3098	3099	3100	3101	3102	3103	3104	3105	3106	3107	3108	3109	3110	3111	3112	3113	3114	3115	3116	3117	3118	3119	3120	3121	3122	3123	3124	3125	3126	3127	3128	3129	3130	3131	3132	3133	3134	3135	3136	3137	3138	3139	3140	3141	3142	3143	3144	3145	3146	3147	3148	3149	3150	3151	3152	3153	3154	3155	3156	3157	3158	3159	3160	3161	3162	3163	3164	3165	3166	3167	3168	3169	3170	3171	3172	3173	3174	3175	3176	3177	3178	3179	3180	3181	3182	3183	3184	3185	3186	3187	3188	3189	3190	3191	3192	3193	3194	3195	3196	3197	3198	3199	3200	3201	3202	3203	3204	3205	3206	3207	3208	3209	3210	3211	3212	3213	
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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "†."

[illegible]

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [—] "not ascertained."

Fiscal year ending.	Length, m.	Completed in single track, m.	In progress or projected, m.	Equip-ment, No.	Car, No.	Companies.	Cost of Road and Equip-ment, \$	Share Capital paid in, \$	Indebted-ness, \$		Earnings, \$		Dividends on paid capital, %	Par Value, \$	Market Price, %
									Bonded Debt, \$	Floating Debt, \$	Gross, \$	Net, \$			
MASSACHUSETTS.															
30 Nov. '67	3.53					Boston and Chelsea	110,000	110,000			8,800	7,396	6.8		37
30 Nov. '67	6.84			265	38	Broadway, Boston	402,468	325,000			187,427	29,480	9.5		58
30 Nov. '67	28.31					Cambridge	877,894	727,800	150,000		94		9.0		99
30 Nov. '67	3.99			48	8	Lowell (Horse)	66,908	55,830			1,686	27,268	5.538		
30 Nov. '67	12.50			196	32	Lynn and Boston	289,428	200,000	50,000		48,994	154,987			10
0 Nov. '67	3.60					Malden and Melrose	60,246	200,000	55,788		24,138	loss.			25
30 Nov. '67	3.08					Margit Freight	91,543	94,200							
30 Nov. '67	42.99			791	166	Medford and Charlestown	36,600	21,000			23,442	2,240			50
30 Nov. '67	7.21			254	42	Metropolitan (Boston)	1,523,226	1,250,000			183,198	726,709	129,635	10	64
30 Nov. '67	3.25			23	7	Middlesex (Boston)	499,685	400,000	41,589		79,694	188,086	10,087		62
30 Nov. '67	2.13			6	2	Northampton & Willamsb.	300,000	300,000			2,318	14,273	1,126		
30 Nov. '67	4.45			65	9	North Woburn street	27,242	17,300			13,500	368	loss.		
30 Nov. '67	7.1			50	17	Quincy	136,840	71,600	68,424		57,592	28,226	loss.		
30 Nov. '67	3.74			50	17	Salem and South Danvers	195,317	150,000	32,400		6,268	36,637	loss.		
30 Nov. '67	2.51			12	3	Somerville	75,000	75,000			4,500	4,500			39
30 Nov. '67	6.84			440	68	Stoneham street (Boston)	37,200	33,000			8,589	89			
30 Nov. '67	2.76			440	68	Suburban	95,000	5,000	(Inc. in Mal. & Melrose.)						
30 Nov. '67	4.06			440	68	Union (Transportation)	308,870	200,000	24,000		117,842	368,851	13,015	6	85
30 Nov. '67	2.76			440	68	Winnisimmet	62,152	68,300			238	4,300	3,867	4	
30 Nov. '67	4.06			440	68	Worcester	89,673	75,800	72,000		26,000				
CONNECTICUT.															
31 Jan. '64	3.0		3.0	45	7	Fairhaven and Westville	100,000	100,000						8	
31 Dec. '62	8.5			11	3	Hartford and Wethersfield	300,000	300,000							
NEW YORK.															
20 Sep. '67	7.37			87	6	Albany	139,414	98,000	40,000		71,861	15,873		100	
20 Sep. '67	22.00			53	37	Bleeker St. & Fulton Ferry	1,746,441	900,000	694,000		44,749	29,418	56,543		
20 Sep. '67	16.71					Broadway (Brooklyn)	286,561	200,000	35,400		10,015	107,736	23,744	8	100
20 Sep. '67	18.0			103	37	Broadway & 7th Ave., N. Y.	508,318	2,100,000	1,500,000		687,438	253,214	34	100	
20 Sep. '67	8.00			207	17	Brooklyn, Bath & Coney Is'd	166,259	99,850	80,000		85,172	27,253	3,994	100	
20 Sep. '67	70.00			17	207	Brooklyn City	1,800,813	1,500,000	300,000		1,131,129	195,907	12	100	
20 Sep. '67	11.30			49	14	Brooklyn City & Newtown	553,340	400,000	200,000		20,587	129,267	14,852	100	
20 Sep. '67	12			14	19	Brooklyn City & Rock. B'gh	125,586	107,700	45,000		15,085	6,352		100	
20 Sep. '67	24.0			57	22	Brooklyn Central & Jamaica	995,783	488,100	488,510		47,303	192,290	9,470	100	
20 Sep. '67	8.11					Buffalo Street	184,357	50,000	109,500		76,683	24,555		100	
20 Sep. '67	1.76					Central City (Syracuse)	29,130	21,180	6,000		14,007	17,546	4,786	84	100
20 Sep. '67	24.00			121	14	Central Pk. N. & E. Riv. (N. Y.)	1,629,963	1,031,500	550,000		6,827	531,915	16,285	100	
20 Sep. '67	14.82					Coney Island & Brooklyn	644,672	500,000	141,000		47,727	118,807	226	100	
20 Sep. '67	22.09			201	1	D. Dock, E. B'dw. & Battery	678,114	200,000	672,000		15,500	582,532	89,310	5	100
20 Sep. '67	18.00			162	1	Eight Avenue	1,420,972	1,000,000	203,000		792,574	139,095	12	100	
20 Sep. '67	10.24			4	4	42d St. & Grand St. Ferry	1,041,204	748,000	260,000		390,969	94,714	5	100	
20 Sep. '67	5.50					Grand St. & Newtown (W'g)	172,000	170,000	38,000		5,000	74,420	18,719	94	100
20 Sep. '67	3.00					Genesee & Water st. (Syr.)	42,194	42,500			8,766	493		100	
20 Sep. '67	8.36					Greenpoint & Williamsbr'g	144,000	44,300	100,000		3,900			100	
20 Sep. '67	10.60			21	3	Harlem Br. Morris & Ford'm	227,400	95,900	124,000		7,500	63,603	4,578	100	
20 Sep. '67	3.58					Kingston and Rondout	78,510	79,500			27,600	1,520		100	
20 Sep. '67	7.00			17		Metropolitan (Brooklyn)	381,500	191,500	184,000		4,000	24,961	4,000	100	
20 Sep. '67	12.20			58		Ninth Avenue	466,235	797,320	167,000		92,671	16,881		100	
20 Sep. '67	6.76					Niagara street (Buffalo)	118,083	80,000	40,000		1,247	66,770	3,345	100	
20 Sep. '67	10.00			41		Rochester City & Brighton	286,061	133,400	100,000		13,000	48,259	1,501	100	
20 Sep. '67	16.00					Second Avenue (N. Y.)	1,416,512	800,000	700,000		137,699	458,945	9,470	100	
20 Sep. '67	8.37			31		Sixth Avenue (N. Y.)	1,571,214	750,000	186,000		563,166	73,564	10	100	
20 Sep. '67	5.33					Skaneateles	88,878	67,780	20,000					100	
20 Sep. '67	2.07					Syracuse and Geddes	25,038	25,000	25,000		13,075	5,046	20	100	
20 Sep. '67	4.37					Syracuse and Onondago	31,000	81,000			6,596	1,176	5	100	
20 Sep. '67	18.00			180		Third Avenue (N. Y.)	2,453,404	1,170,000	1,380,000		50,000	1,849,453	222,222	12	150
20 Sep. '67	3.33					Troy and Albra.	71,952	44,150	19,000		11,238	12,446	2,140	100	
20 Sep. '67	15.50					Utica and Waterville	301,288	121,172	196,500		1,200	76,179	14,707	100	
20 Sep. '67	2.25			4		V. Brunt st. & Erie Bas. (Bk'n)	87,000	75,000	12,000		1,534	17,395	2,267	100	
20 Sep. '67	15.52					Westervliet (Albany)	294,388	240,000	134,000		2,700	104,223	14,721	9	100
NEW JERSEY.															
31 Dec. '62	5.32			7		Hoboken and Hudson City	32,000	30,000			2,000				
31 Dec. '62	6.05			5		Hoboken and Weehawken	134,400	70,000	60,000		17,228	9,936	3		
31 Dec. '62	10.47					Jersey City & Bergen Point									
31 Dec. '62	17.00			150	22	Orange and Newark	618,296	287,550	300,000		30,750	124,679	30,566	50	
31 Dec. '62	5.80			8		West Hoboken & Hoboken	100,000	40,000	60,000						
PENNSYLVANIA.															
31 Oct. '67	9.23			137	26	Citizens' (Pittsburg)	230,480	166,000	56,300		7,700	144,008	52,180	24	50
31 Oct. '67	1.63			10	2	Easton & South Easton	22,422	24,500	500		4,971	11,384	4	25	
31 Oct. '67	10.50					Frankford and Philadelphia	138,287	99,636	50,000		11,664	15,786	loss.		
31 Oct. '67	16.37			272	40	Frankford & Southw'k (Ph.)	766,491	491,650	200,000		295,142	66,995	6	50	33
31 Oct. '67	34.25			367	59	Germantown	542,270	112,245	350,000		20,000	284,574	63,582	26	50
31 Oct. '67	5.40			120	25	Girard College (Phila.)	170,864	170,000			112,204	15,978	124	50	26
31 Oct. '67	4.84			197	83	Green & Coates st. (Phila.)	234,465	150,000	100,000		170,439	9,604	10	50	31
31 Oct. '67	2.00			18	5	Harrisburg City	57,948	41,995	9,750		2,248	9,777	loss.	25	
31 Oct. '67	6.20			103	18	Lombard & South st. (Phila.)	162,957	90,000	60,200		7,900	66,529	13,046	25	114
31 Oct. '67	7.25			82	13	Oakland (Pittsburg & E. L.)		59,500	57,715		880	49,980	loss.	50	
31 Oct. '67	3.00			9	3	Peoples, Luzerne County	34,800	34,800			4,600	2,382		100	
31 Oct. '67	7.08			277	45	Philadelphia City (O. & W.)	436,911	255,000	150,000		61,911	226,014	53,911	10	50
31 Oct. '67	5.61			50	10	Philadelphia and Darby	250,419	160,000	89,000		38,371	9,452	124	20	12
31 Oct. '67	8.50			125	19	Philadelphia & Gray's Ferry	286,583	25,307			9,888	23,343	3	50	24
31 Oct. '67	8.75			163	28	Pittab. Allegheny & Manch'r	146,465	110,600	35,600		24,916	138,501	22,495	10	50
31 Oct. '67	8.90			11	12	Pittsburg and Birmingham	82,806	78,000	10,000		14,852	21,550	114	50	
31 Oct. '67	8.00			53	12	Ridge Avenue & Manyunk	179,635	120,500	63,300		40,799	6,725	2	50	
31 Oct. '67	3.96					Schuylkill River (Phila.)	47,463	50,000						50	
31 Oct. '67	19.50			459	72	Second & Third st. (Phila.)	487,936	339,007	114,200		68,088	408,156	106,448	184	50
31 Oct. '67	6.62			100	13	17th &									

PREFERRED & GUARANTEED STOCKS.

(Marked with an asterisk (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

COMPANIES.	Amount outstanding.	Div'ds Rate.	Paid.	Market Price.
RAILROAD STOCKS:				
Atlantic & Gt. West'n (O. D.) pref.	\$1,919,000	7	---	---
Atlantic and St. Lawrence* guar.	2,494,000	4	4	---
Baltimore and Ohio, pref.	3,000,000	6	6	---
Berkshire* guaranteed	600,000	6	7	---
Blossburg and Corning* guar.	250,000	6	6	---
Boston, Concord and Montreal, pref.	1,840,000	6	6	---
Buffalo, N. York and Erie* guar.	950,000	7	7	---
Camden and Atlantic, pref.	600,000	7	21	---
Catawissa* pref. and guar.	2,200,000	7	7	33
Cayuga and Susquehanna* guar.	599,110	9	---	---
Cedar Rapids & Missouri* preferred and guaranteed.	755,000	7	---	---
Central Ohio, preferred.	400,000	7	---	---
Chemung* guar.	380,000	6	6	---
Cheshire, preferred.	2,017,815	7	68	---
Chicago and Alton, pref.	2,425,400	7	10	152
Chicago, Iowa and Nebraska* guar.	2,600,000	10	---	---
Chicago and Northwestern, pref.	14,780,125	7	88	---
Cleveland and Mahoning* guar.	2,050,000	---	---	---
Cleveland and Toledo* † guar.	6,250,000	---	---	---
Cochecho, preferred.	177,750	8	---	---
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	91
Cumberland Valley, 1st pref.	241,900	8	8	---
" 2d pref.	242,000	8	8	---
Delaware* guaranteed.	594,261	6	6	---
Detroit & Milwaukee* preferred and guaranteed.	1,500,000	6	---	---
Dubuque and Sioux City* preferred and guaranteed.	1,988,170	7	7	93
Dubuque Southwestern, pref.	330,308	7	7	---
Eastern (N. H.)* guaranteed.	492,500	8	8	---
Elmira, Jefferson and Canadawaga* guar.	500,000	5	5	---
Elmira and Williamsport* guar.	500,000	5	5	---
Elmira and Williamsport* preferred and guaranteed.	500,000	7	7	70
Erie, preferred.	8,536,910	7	7	---
Hannibal and St. Joseph, pref.	5,253,886	---	---	---
Harrisburg and Lancaster* guar.	1,182,550	7	7	---
Housatonic, preferred.	1,180,000	4	4	---
Huntingdon & Broad Top Mountain, preferred	190,750	7	3	---
Joliet and Chicago* guar.	1,500,000	7	7	---
Joliet and Northern Indiana* guar.	300,000	8	8	---
Lackawanna and Bloomsburg, pref.	500,000	7	---	---
Leeds and Farmington* guar.	---	5	---	---
Little Schuylkill* guar.	2,046,100	7	7	---
Louisville, Cincinnati and Lexington preferred	211,122	9	9	---
Marietta and Cincinnati, 1st pref.	6,586,135	6	---	---
" 2d pref.	4,051,744	6	---	---
Manchester and Lawrence*	1,000,000	9	---	---
Michigan Southern, guaranteed.	586,800	10	10	---
Mill Creek and Mine Hill* guar.	323,375	10	10	---
Milwaukee and P. du Chien, 1st pref.	3,214,250	8	8	---
" 2d pref.	1,014,000	7	7	---
Milwaukee and St. Paul, preferred.	8,050,892	7	93	---
Mine Hill and Schuylkill Haven* guaranteed.	3,775,000	8	8	---
Mount Carbon & Ft. Carbon* guar.	282,250	12	12	---
New Haven and Northampton*	1,344,000	2	---	---
New York and Harlem, pref.	1,500,000	8	8	---
Niagara Br. and Canadawaga* guar.	1,000,000	6	6	---
North Eastern (S. C.) preferred.	155,000	8	8	---
Ogdensburg and L. Champlain, pref.	1,037,000	8	10	---
Ohio and Mississippi, pref.	8,500,000	7	7	101
Paterson and Hudson* guar.	630,000	8	8	---
Paterson and Ramapo* guar.	248,000	6	6	---
Peoria and Bureau Valley* guar.	1,200,000	6	6	---
Philadelphia and Erie*	5,996,700	10	10	---
Philadelphia and Reading, pref.	1,551,800	10	10	---
Philadelphia and Trenton* guar.	1,099,120	10	10	---
Pittsfield and North Adams* guar.	450,000	6	6	---
Portl. & Kennebec (Yarmouth)* guar.	202,400	6	6	---
Portland, Sag. & Portsmouth* guar.	1,500,000	6	6	---
Portsmouth and Concord*	350,000	7	7	---
Richmond, Fredericksb. & Potomac, guaranteed.	142,900	7	7	---
Rochester and Genesee Valley*	557,560	7	7	---
Rutland, preferred.	---	7	80	---
St. Louis, Alton and T. H., pref.	2,040,000	7	63	---
Sandusky and Cincinnati, pref.	445,596	6	6	---
Schuylkill Valley* guar.	576,050	5	5	---
Shamokin Valley & Pottsville* guar.	869,450	5	5	---
Tol. & Peoria & Warsaw (W. D.) pref.	1,300,000	7	---	---
" (E. D.) pref.	1,700,000	7	---	---
Toledo, Wabash and Western, pref.	1,000,000	7	77	---
Troy and Greenbush* guar.	274,000	7	7	---
Vermont and Canada* guar.	2,500,000	8	8	---
Warren* guar.	1,408,300	7	7	---
White Mountains* guar.	200,000	5	5	---
Wrightsv. York & Gettysburg* pref.	317,050	2	---	---
CANAL STOCKS:				
Delaware Division* guar.	1,633,350	8	8	---
Morris, preferred.	1,175,000	10	10	---
Schuylkill Navigation, pref.	2,888,997	6	6	20
Union, preferred.	---	6	---	---
MISCELLANEOUS STOCKS:				
Cumberland Coal, pref.	---	6	---	---
Marietta Mining, pref.	5,714,400	7	7	---

Wholesale Prices Current.

The ton in all cases is to be 2240 lbs.

IRON—DURY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 2 cents per lb.; Pig, \$9 per ton; Polished Sheet, 3 cents per lb.	
Pig, Scotch, No. 1.....	per ton. 43 50 @ 46 —
Pig, American, No. 1.....	41 — @ 42 50
Pig, American, No. 2.....	36 — @ 38 —
Bar, Refined, English and American.....	87 50 @ 90 —
Bar, Swedes, assorted sizes.....	(gold). 87 50 @ 90 —
STEEL—DURY: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad val. (Store prices).	
English Cast.....	(2d and 1st qty.)..... per lb. — 18 @ — 23
English Spring.....	(2d and 1st qty.)..... — 10 @ — 12
English Blister.....	(2d and 1st qty.)..... — 11 @ — 20
English Machinery.....	— 13 @ — 16
English German.....	(2d and 1st qty.)..... — 14 @ — 16
American Blister.....	"Black Diamond"..... — 10 @ — 16
American Cast, Tool.....	do..... — 19 @ — 20
American Spring.....	do..... — 10 @ — 13
American Machinery.....	do..... — 10 @ — 13
American German.....	do..... — 10 @ — 13
COPPER—DURY: Pig, Bar and Ingot 2½; old, Copper, 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long and 14 inches wide, weighing 14 @ 84 oz. per square foot, 3 cents per lb.	
Sheathing, New.....	per lb. — @ — 33
Boils.....	— 33 @ — 42
Braziers.....	— 33 @ — 42
Sheathing, &c., Old.....	— 20 @ — 21
Sheathing, Yellow Metal.....	— 26 @ — 28
Boils, Yellow Metal.....	— @ — 26
American Ingot.....	23 @ — 23
TIN—DURY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terno Plates, 25 per cent. ad val.	
Banca.....	(gold), per lb. — 26 @ — 27
Straits.....	(gold), — 24 @ — 24
English.....	(gold), — @ — 24
GLASS—DURY: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.	
PETROLEUM—DURY: Crude, 20 cents; Refined 40 cents per gallon.	
Crude, 40 @ 47 gravity (in bulk), per gall. — 15 @ — 16	
Crude, 40 @ 47 gravity (in shipping order) — 21 @ — 22	
Refined, free, S. W. — @ — 21	
Refined, in bond, prime L. S. to W. (110 @ 115 test) — @ — 28	
Refined, in bond, Standard White — @ — 30	
Refined, 1a bond, prime White — 31 @ — 32	
Naptha, Refined, (60 @ 63 gravity) — 15 @ — 15	
Washnum.....	per bbl. — @ 3 80
GLASS—DURY: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.	
AMERICAN WINDOW—1st, 2d, 3d & 4th qualities. New List.	
6 by 8 to 7 by 9.....	per 50 feet. 7 75 @ 6 —
8 by 10 to 10 by 15.....	8 25 @ 6 50
11 by 14 to 12 by 18.....	9 75 @ 7 —
14 by 16 to 16 by 24.....	10 50 @ 7 50
18 by 22 to 18 by 24.....	12 25 @ 8 —
20 by 30 to 24 by 30.....	15 — @ 9 —
24 by 31 to 24 by 36.....	16 50 @ 10 —
25 by 36 to 30 by 44.....	17 50 @ 12 50
30 by 46 to 32 by 48.....	20 — @ 13 50
32 by 50 to 32 by 56.....	22 — @ 14 50
Above.....	25 — @ 16 —
(The above subject to a discount of 45 @ 50 per cent.)	
French Window—1st, 2d, 3d and 4th qualities. (Single Thick.) (New List, March 11th.)	
6 by 8 to 8 by 10.....	per 50 feet. 8 50 @ 6 25
8 by 11 to 10 by 15.....	9 — @ 6 75
11 by 14 to 12 by 18.....	10 — @ 7 50
13 by 18 to 16 by 24.....	11 — @ 8 —
18 by 22 to 18 by 30.....	13 50 @ 9 —
20 by 30 to 24 by 30.....	16 50 @ 10 —
24 by 32 to 24 by 36.....	18 — @ 12 —
25 by 36 to 26 by 40.....	(3 qts.)..... 20 — @ 16 —
28 by 40 to 30 by 48.....	(3 qts.)..... 22 — @ 18 —
30 by 50 to 32 by 56.....	(3 qts.)..... 24 — @ 20 —
32 by 58 to 34 by 60.....	(3 qts.)..... 27 — @ 23 —
(Subject to a discount of 45 @ 50 per cent.)	
English sells at 35 per cent. off the above rates.	

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 30.
Th 24. F 25 Sat. 26. M 28 Tu. 29. W 30

Atlantic M. S. S. Co.....	---	---	---	---
Boston, Hartford & Erie.....	---	---	---	---
California 7s.....	---	---	---	---
Canton Co.....	48	---	47	46
Central of N. Jersey.....	123	122	123	122
Chicago & Alton.....	152	151	---	---
" pref.....	160	152	---	---
" 1 M.....	101	---	---	---
" S. F.....	---	---	---	---
" Inc. b'ds.....	---	---	---	---
Chicago, Burl. & Q.....	---	---	---	---
" 8 p.c. 110.....	111	---	---	---
Ohl. & Gt. Eastern 1st m.....	80	81	---	---
Ohl. & Northwest'n.....	87	87	89	87
" pref.....	88	87	89	89
" 1st M.....	91	---	---	---
" Interest.....	90	---	---	---
" S. F.....	97	---	---	---
" Consol.....	95	95	95	95
Chicago & Rock Isl.....	102	102	101	101
" 1st M. 70. 100.....	102	102	101	101
Ohl. R. I. & Pa. 7s 1898.....	95	---	---	---
C. O., C. and Ind.....	80	---	79	---
Clev. and Pittsburgh.....	87	88	85	86
" 2 M.....	---	---	---	---
" 3 M.....	---	---	---	---
" 4 M.....	---	---	---	---
" con.....	94	---	---	---
Clev. and Toledo.....	101	---	---	101
" S. F. 7 p.c.....	---	---	---	---
Clev. Painesv. & Ash.....	99	---	99	98
C. O. & Ind. C. 1 m.....	80	---	81	---
Cumberland Coal pref.....	33	33	32	---
Del. & Hudson Canal.....	127	---	128	127
Del., Lack. & West.....	121	121	---	122
" 1 M. sp.c. 71-5.....	---	---	---	---
" 2 M. sp.c. 81.....	---	---	---	---
Erie.....	49	50	52	49
" pref.....	69	70	70	46
" 1 M. 7 p.c. 67.....	---	---	---	---
" 2 M. 7 p.c. 79.....	---	---	---	---
" 3 M. 7 p.c. 83.....	95	---	---	---
" 4 M. 7 p.c. 80.....	---	---	---	92
" 5 M. 7 p.c. 88.....	---	---	---	---
Great Western 2d mort.....	81	80	---	79
Hudson River.....	140	140	140	---
" 1 M. 7 p.c. 69.....	---	---	101	101
" 2 M. S. F.....	---	104	---	104
" 3 M. 7 p.c. 75.....	---	---	---	---
Illinois Central.....	144	145	145	145
" bonds.....	---	119	120	---
Marietta & Cin. 1st pref.....	---	---	120	---
" 2d.....	---	---	---	---
Michigan Central.....	---	---	118	---
" S. F. sp.c. 82.....	---	---	---	---
" conv. S. p.c. 69.....	---	---	115	---
M. S. and N. J.....	84	83	84	83
" 1 M. S. F. 100.....	---	---	---	100
" 2 M.....	---	93	---	---
Wil. and P. du Chien.....	---	---	---	---
" 1st pref.....	---	---	---	---
" 2d pref.....	---	---	---	---
" 1st M.....	---	---	---	---
Milw. and St. Paul.....	---	93	93	91
" pref.....	94	93	94	94
" 1st mort.....	93	92	---	---
" 2d mort.....	---	---	---	88
" 8s.....	102	103	103	103
" 7 3-10.....	97	---	---	---
Missouri 6s.....	92	92	92	92
" 1st m. & H. & St. J. R. 91.....	92	---	---	---
Morris and Essex.....	65	---	---	65
" 1st mort.....	---	---	---	---
" 2d mort.....	---	87	---	---
N. Jersey R.R. & T. Co.....	127	127	129	127
New York Central.....	127	127	129	127
" 7s. S. F. 76.....	---	---	---	---
" 7s. conv. 76.....	---	---	---	---
" 6s. S. F. 83.....	95	---	95	---
" 6s. S. F. 87.....	95	---	---	---
N. York & Harlem.....	---	---	---	---
" pref.....	---	---	---	---
" 1 M. 7 p.c. 73.....	---	---	102	---
N. Y. and N. Haven.....	140	141	---	---
N. Carolina 6s ex-coup.....	75	75	77	76
" new.....	74	74	76	75
Ohio & Miss.....	29	29	28	28
" pref.....	---	---	---	---
" 1st m.....	110	---	---	---
Pacific Mail S.S. Co.....	109	111	110	109
Panama.....	360	---	---	---
Phila. and Reading.....	94	93	94	93
Pitt. Ft. W. & Chicago.....	109	108	109	110
" 1 M.....	106	---	---	---
" 2 M.....	---	93	---	---
" 3 M.....	---	---	---	---
Quicksilver Mining Co. 22	---	---	---	---
St. L., Alton & T. H.....	43	---	---	---
" pref.....	---	---	---	63
" 1 M.....	---	---	95	---
" 2 M. pref.....	84	---	84	---
" Inc. b'ds.....	---	---	---	---
Tennessee 6s. ex-coup.....	69	69	70	70
" new.....	69	68	69	69
Tol. Wab. & Western.....	58	57	61	60
" pref.....	78	77	---	---
" 1 M. ex.....	---	---	---	---
" 2 M.....	---	---	84	---
" Int. b'ds.....	---	---	---	---
Virginia 6s. ex-coupon.....	54	54	53	---
" new.....	54	54	---	---

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 30.

Th.24. F.25. Sat.26. M.28. Tu.29. W.30

FEDERAL STOCKS:—

U. S. 5s, 1871, reg.	104	104	104	104	104
U. S. 5s, 1871, coup.	104	104	104	104	104
U. S. 5s, 1874, reg.	104	104	104	104	104
U. S. 5s, 1874, coup.	104	104	104	104	104
U. S. 5s, 10-40s, coup.	104	104	104	104	104
U. S. 5s, 10-40s, reg.	104	104	104	104	104
U. S. 6s, 1881, reg.	114	114	114	114	114
U. S. 6s, 1881, coup.	114	114	114	114	114
U. S. 6s, '81, O.W.Ly.	114	114	114	114	114
U. S. 6s, 1881, " 4y.	114	114	114	114	114
U. S. 6s, 5-20s, reg. '82.	109	109	109	109	109
U. S. 6s, 5-20s, c. '82.	114	114	114	114	114
U. S. 6s, 5-20s, reg. '84.	109	109	109	109	109
U. S. 6s, 5-20s, c. '84.	109	109	109	109	109
U. S. 6s, 5-20s, reg. '85.	109	109	109	109	109
U. S. 6s, 5-20s, c. '85.	110	110	110	110	110
U. S. 6s, 5-20s, r. n. '85.	110	110	110	110	110
U. S. 6s, 5-20s, c. n. '85.	108	108	108	108	108
U. S. 6s, 5-20s, reg. '87.	108	108	108	108	108
U. S. 6s, 5-20s, c. '87.	108	108	108	108	108
U. S. 6s, 5-20s, reg. '88.	108	108	108	108	108
U. S. 6s, 5-20s, c. '88.	109	109	109	109	109
U. S. 6s, Pac. R.R. issue.	109	109	109	109	109

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Sept. 29.

W.23 Th.24. F.25. Sat.26. M.28. Tu.29

Catawissa	33	33	33	33	33
Camden	129	129	129	129	129
" " 6s, '70.	97	97	97	97	97
" " 6s, '75.	109	109	109	109	109
" " 6s, '83.	109	109	109	109	109
" " 6s, '89.	109	109	109	109	109
" mort. 6s, '89.	30	30	30	30	30
Elmira & Wmport	30	30	30	30	30
" " pref.	7s	7s	7s	7s	7s
Lehigh Navigation	21	21	21	21	21
" " 6s, '84.	85	85	85	85	85
" " Gold L. 90	90	90	90	90	90
" " R.R. L.	85	85	85	85	85
Lehigh Valley R.R.	55	55	55	55	55
" " 6s.	44	44	44	44	44
Little Schuylkill R.R.	44	44	44	44	44
" " 7s.	57	57	57	57	57
Minehill	57	57	57	57	57
Morris Canal	90	90	90	90	90
" " pref.	10s	10s	10s	10s	10s
" " 6s, '70.	90	90	90	90	90
North Pennsylvania	36	36	36	36	36
" " 6s.	90	90	90	90	90
" " 7s.	92	92	92	92	92
" " 10s.	92	92	92	92	92
Northern Central	49	49	49	49	49
Pennsylvania R.R.	56	56	56	56	56
" 1st m.	100	100	100	100	100
" 2d m.	98	98	98	98	98
Penn. State, 6s 1st series	105	105	105	105	105
" " 6s, 2d series	106	106	106	106	106
" " 6s, 3d series	108	108	108	108	108
" " 6s, W. L.	102	102	102	102	102
Philadelphia City, 6s	101	101	101	101	101
" " new 103	103	103	103	103	103
Philad. Germ. & Nor.	47	47	47	47	47
Phila. & Reading	47	47	47	47	47
" " 6s, '70.	105	105	105	105	105
Philadelphia & Erie	26	26	26	26	26
" " 6s.	26	26	26	26	26
Schuylkill Navigation	20	20	20	20	20
" " pref. 20	20	20	20	20	20
" " 6s, '82.	20	20	20	20	20
" " 6s, '76.	20	20	20	20	20
" " 6s, '72.	20	20	20	20	20
Susq. Canal	14	14	14	14	14
" " 6s, '78.	14	14	14	14	14
Union Canal, pref.	14	14	14	14	14
" " 6s, '83.	14	14	14	14	14
Wyoming Valley Canal	10	10	10	10	10
" bonds	10	10	10	10	10
Hestonville, (Horse)	10	10	10	10	10
Chestnut & Wal.	10	10	10	10	10
Green & Cones	10	10	10	10	10
2d and 3d streets	61	61	61	61	61
Source & Pine	23	23	23	23	23
13th and 15th sts.	15	15	15	15	15

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Sept. 29.

W.23. Th.24. F.25. Sat.26. M.28. Tu.29

Baltimore City 6s, 1875	98	98	98	98	98
" " 1886	98	98	98	98	98
" " 1890	98	98	98	98	98
" " 1893	98	98	98	98	98
Balt. and Ohio	122	122	122	122	122
" " b'ds '75.	98	98	98	98	98
" " " '80.	99	99	99	99	99
" " " '85.	99	99	99	99	99
Marietta & Cin. 1st m.	91	91	91	91	91
" " 2d m.	76	76	76	76	76
Northern Central	86	86	86	86	86
" " b'ds, 1885	86	86	86	86	86
" " " 1900	86	86	86	86	86
N. W. Va. 1st mort.	93	93	93	93	93
" " 2d mort.	93	93	93	93	93
" " 3d mort.	93	93	93	93	93
City Passenger R.R. bonds	93	93	93	93	93

Boston Stock Exchange.

Actual Sale Prices for the week ending Sept. 30.

Th.24. F.25. Sat.26. M.28. Tu.29. W.30

Boston and Albany	146	146	146	146	146
Boston and Lowell	116	116	116	116	116
Boston and Maine	136	136	136	136	136
Boston and Providence	134	134	134	134	134
Boston, Hartford & Erie	22	22	22	22	22
Cheshire, pref.	68	68	68	68	68
Concord	132	132	132	132	132
Connecticut River	120	120	120	120	120
Eastern	119	119	119	119	119
Fitchburg	132	132	132	132	132
Manchester & Lawtice	118	118	118	118	118
Michigan Central	112	112	112	112	112
Northern, N. H.	116	116	116	116	116
Ogdens & Lake Champ	70	70	70	70	70
" " pref.	105	105	105	105	105
Old Colony & Newport	98	98	98	98	98
Ph. W. & Baltimore	54	54	54	54	54
Portland, Saco & Ports	102	102	102	102	102
Vermont & Canada	61	61	61	61	61
Vermont & Mass.	61	61	61	61	61
Broadway (Horse)	66	66	66	66	66
Cambridge	66	66	66	66	66
Metropolitan	66	66	66	66	66
Middlesex	19	19	19	19	19
Central Mining Co.	19	19	19	19	19
Copper Falls	15	15	15	15	15
Franklin	15	15	15	15	15
Huron	15	15	15	15	15
Ile Royale	15	15	15	15	15
National	15	15	15	15	15
Minnesota	15	15	15	15	15
Pewabic	15	15	15	15	15
Pittsburg	15	15	15	15	15
Quincy	15	15	15	15	15
Rockland	15	15	15	15	15

London Stock Exchange.

The following were the closing prices for American Securities Sept. 11 and 18:

	Closing Prices	Sept. 11	Sept. 18
United States, 5-20s, 6 per cent 1882	71 1/2	71 1/2	71 1/2
Do. do. 6 do. 1884	70 1/2	70 1/2	70 1/2
Do. do. 6 do. 1885	70 1/2	70 1/2	70 1/2
Do. do. 6 do. 1886	70 1/2	70 1/2	70 1/2
Virginia State, 5 per cent	52	52	52
Do. 6 per cent	53	53	53
Atl. & Gt. Western, N. Y. sec. 1st	65	65	65
mort., 1880, 7 per cent	60	60	60
Do. do. 2d mort., 1881	60	60	60
Do. Penn. 1st mort., 1877	62	62	62
Do. do. 2d mort., 1882	62	62	62
Do. consolid. mort. bonds, 1880	62	62	62
Detroit and Mil. 1st mort. 7 p. c. 1884	62	62	62
Erie shares, \$100 (all paid)	69	69	69
Do. steril. 6 p. c. conv. bonds.	69	69	69
Illinois Central, 6 p. c., 1875	73	73	73
Do. \$100 shares (all paid)	73	73	73
Do. 7 p. c., 1875	70	70	70
Marietta & Cin. R. R. bonds, 7 p. c.	70	70	70
Panama R. R. 2d mort., 1882, 7 p. c.	98	98	98
Penn. R.R. bonds, 2d mort. con. 6 p. c.	98	98	98

American Railroad Journal.

Saturday, October 3, 1868.

Stock Exchange and Money Market.

The Money Market worked easily at the rates quoted in our last summary up to the closing day of the week, under review, when chiefly through speculative manipulations, the available supply was materially reduced, a number of loans were called in, and the street rates were sharply advanced to full 7 per cent. in a temporary form, and 7@8 per cent. per annum, on the best grades of mercantile paper. It was alleged in partial explanation of the sudden rise that the Government needed currency and was marketing, or would have to market, a considerable portion of its coin reserve, in order to secure the requisite amount of lawful money. And it was further asserted by those who were talking up the price of loan and discount accommodation that the increase of some ten millions in the U. S. Sub-Treasury cash balances within the past two weeks had so far diminished the floating supply of capital, and thus prepared the way for the important change, adverse to private borrowers, which was so marked a feature of Wednesday's operations,

On the other hand, it was urged that none of these circumstances should have had any greater weight on Wednesday, than on any preceding day of the week, and that the explanation thus advanced was insufficient to account for the unusual closeness of the market. The banks, it was admitted, were contracting their business, as much as possible, without seriously involving the interests of their customers, in preparation for the October quarterly exhibit, due the coming week. But it was stated that the banks, so far from helping to make money dear, were doing their utmost to maintain the ease of the market, or to lessen the severity of the pressure on parties in need of aid, for legitimate purposes. The last weekly statement of the city banks was favorable to the steadiness of the loan and discount movement, indicating as it did, very moderate change, the most important having been a further loss of some two millions of specie, and 3/4ths of a million of deposits. The orders for currency to go West were scarcely equal at present to the current receipts of greenbacks from other quarters, and the orders for the cotton markets of the South have not yet been felt to any noteworthy extent. The Treasury currency balances are below the corresponding period of last year, while the banks carry into their quarterly returns, \$7,500,000 more in greenbacks, and their representative 3 per cent. certificates. The general conclusion was that the stringency of Wednesday was mainly due to the manipulations of the Money Market, by speculative cliques, interested in the depression of values at the Stock and Gold Boards.

The specie reserve of the city banks is now \$12,603,483, against \$9,496,163 same time last year. The city bank deposits are now \$202,068,834, against \$181,439,410 week ending Sept. 28, 1867. The legal tender reserve amounts to \$63,587,576, against \$55,991,526 same time last year. The circulation now stands at \$34,050,771, against \$24,147,269 same time last year. The loans are now \$271,273,544, against \$251,918,751 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged \$103,351,000 a day, against a daily average of \$86,412,000 the preceding week, and \$82,198,500 the week ending with Sept. 10, 1868. The current week's exchanges average about \$97,000,000 a day. The city banks, last week, lost \$2,062,259 of specie, \$756,249 of deposits, and \$185,124 of legal tender notes. They increased their loans, \$21,448; and their circulation, \$6,078.

The New York Gold Exchange Bank reports for the week ending Saturday, the 19th day of Sept., 1868, the average amount of loans and discounts as \$1,340,739; average amount of specie, \$386,802; average amount of deposits, \$1,119,717.

The Philadelphia Bank movement the past week shows a decrease in loans of \$152,424; an increase of \$37,345 in specie; an increase in legal tenders of \$181,822; a decrease of \$332,134 in deposits; and a decrease of \$12,582 in circulation. The Bank Clearings show an increase of \$2,386,401 and the balances, an increase of \$26,575.

The outstanding amount of coin certificates on the 1st of Sept., was \$25,161,620, against \$22,414,000 on the 1st of Aug., 1868. The Sub-Treasurer at this port issued, last week, coin certificates to

the amount of \$518,000, and retired \$3,112,617 through the receipts for customs. The coin certificates issued by the Sub-Treasury office, during August, reached \$9,075,920.

The U. S. Sub-Treasury receipts, week ending with Sept. 26, were \$11,670,530, including \$3,306,617 from customs duties; payments, \$7,947,615, including \$164,814 of coin interest; balance at the close of the week, \$95,053,401, against \$91,330,486, at the close of the preceding week, showing an increase of \$3,722,915. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, \$3,759,817 including \$530,000 from customs; and payments, \$3,534,083, including \$14,110 of coin interest; on Tuesday, receipts, \$3,685,581 including \$410,059 from customs, and payments, \$1,057,317, including \$15,000 of coin interest. The balance at the close of business on Tuesday stood at \$97,907,398, against \$92,291,486, a week previous; and \$90,261,836, on Sept. 9, 1868. The aggregate receipts of the office from all sources in September, were \$54,298,704; aggregate payments, \$47,354,171. The balance on the 1st of October was \$94,499,990, or about 7 millions more than on the 1st of September, which amounted to \$87,555,452.

National Bank notes to the amount of \$80,000 were issued last week by the Treasury Department, making the total issue to 1,673 banks thus far, amount to \$309,870,376, against \$282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to \$10,029,599, leaving, with the existing 1,639 banks, (having an aggregate capital of \$419,806,511.) an actual circulation at this date, of \$299,840,777. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to \$341,970,900; and for the public deposits, \$38,102,350—making a total of \$379,873,250. The Treasury Department last week redeemed and destroyed \$614,302 of worn and mutilated fractional currency, and issued \$1,001,452 of new. The outstanding amount of fractional currency on the 1st of September was \$31,802,218, against \$31,867,818 on the 1st of August; \$32,531,590 on the 1st of June, \$32,450,490 on the 1st of May, and \$32,588,690 on the 1st of April, 1868.

A decided improvement has been noted in the revenues of the Government, since our last. From this source, most of the increase of the cash balances in the Treasury office has been derived. Very little of the increase has resulted from sales of gold. The excises have been encouragingly prolific, since our last, having yielded \$8,136,765; customs at the port of New York, \$3,306,617, and at the outports about \$1,100,000 (in coin) more, making the grand total income for the week equal to about \$14,526,362 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1868, were about \$193,000,000. The receipts from the same source, thus far in the current fiscal year, commencing with July 1, 1868, have been about \$53,650,000.

Gold has fallen from 142½ as the highest figures of the week to 140½ as the lowest, closing on Wednesday last at 140½. The business of the has been unusually active, and on cash

gold, wanted for prompt delivery, on short contracts, more than the usual difference has been made in the price, against buyers, or borrowers. The Government has been a seller of coin to a limited extent, probably not over an average of half of the daily income from customs. But the fact that Government gold was being marketed at all, was diligently urged by the bear interest, as "proof positive" that it was being freely disposed of, and would continue to be so marketed, until an amount of currency adequate to the anticipated wants of the Department shall have been accumulated in the Treasury vaults. The customs drain was over half a million a day. The outflow to Europe was unimportant, having been only \$104,000 last week, and \$250,000 thus far this week. Half a million of treasure was received from California, on Monday. The loss of specie by the city banks was mainly due to the absorption of coin by the Sub-Treasury, in the way of Custom House dues. On Thursday the 1st inst., gold sold down to 139½@139½.

The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1868, have been \$5,875,196, against \$2,481,220 same time last year. The customs demand for Gold last week, averaged \$551,103 a day; thus far, this week, it has been equal to \$490,000 a day, or equal to a weekly aggregate of \$2,940,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were \$19,555 and from California, \$401,435. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1868, has been \$90,520,719, against \$94,639,655 same time in 1867. The total receipts of California gold at this port, since Jan. 1, 1868, have been \$31,650,067, against \$22,605,470 in 1867, showing an increase thus far in 1868, of \$9,045,597. The exports of specie, from this port, last week, were \$104,468, against \$657,347 same week last year; total, since Jan. 1, 1868, \$66,103,414, against \$42,151,819 same time in 1867. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt \$164,814; since Jan. 1, 1868, \$63,336,547, against \$43,258,765. The specie exports from San Francisco, from Jan. 1, to Sept. 12, 1868, were \$28,245,532, against \$30,132,244 same time last year.

Government received \$5,796,743 from customs at the port of San Francisco, from Jan. 1, to Sept. 12, against \$5,289,918 same time in the preceding year.

Foreign exchange has been in quite moderate request, all through the week, at feebly sustained prices, as a rule. Bankers' prime sixty day bills on London closed on Wednesday at 108½@108¾, and on Paris to 5.22½c.@5.18½; sight bills on London to 108¾@109½, and on Paris to 5.18½c.@5.16½. The offering of produce bills has been moderate this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of \$2,686,708, against \$3,330,163, same week last year; total, since Jan. 1, 1868, \$122,981,480, against \$136,902,503 in 1867.

Government securities have been quoted decidedly lower, on a much less active market, caused partially by the depression in gold, but mainly by the severe twist in money, which however promises to be merely temporary in its dura-

tion, and transient in its influence on current values. At the reduced prices, the offerings of the public funds have been comparatively moderate.

U. S. sixes of 1881 closed here on Wednesday at 113@113¼; U. S. Five-twenties of 1862, 112½@112¾; U. S. Five-twenties of 1864 at 109½@109¾; U. S. Five-twenties of 1865 at 109¾@110; U. S. Five-twenties of 1865, consolidated, 107¾@108; U. S. Five-twenties of 1867, 107¾@108; U. S. Five-twenties of 1868, 107¾@108½; U. S. Ten-forties at 104½@104¾; U. S. Six per cent. currency bonds, 99½@99¾. The brokers are buying the outstanding October 1865 compound interest notes at 118¾@119.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Sept. 16.	Sept. 23.	Sept. 30.
Consols.....	94½	94¼	94¾
U. S. 5-20's of 1862...	72¼	73½	73
Erie.....	30¼	32	31½
Ill. Central.....	91	91½	95¼

Railway and miscellaneous stocks have been quoted generally much lower, on a less active and quite feverish market, closing irregularly.

The customs revenue of this port in September was \$13,279,450, against \$11,967,825 same month in 1867.

General business has shown less animation in the produce line, and lower prices have been made on Breadstuffs and Provisions. Middling upland cotton closed rather briskly on Wednesday at 26½ cents per lb. The stock of cotton now here is estimated at about 15,500 bales. The receipts at the port this week, have averaged about 1,900 bales a day. The receipts at all the ports, since Sept. 1, 1868, have been 55,000 bales, against 31,500 bales same time last year; exports, same time 11,250 bales, against 9,100 bales same time last year; stock on hand at latest dates, 51,000 bales, against 78,000 bales same date last year. Total crops of 1867-'8, 2,430,893 bales; total receipts at ports year ending Sept. 1, 1868, 2,240,282 bales; total exports thence, same time, 1,657,015 bales. At the Live Stock market, this week, Beeves have been slow of sale at from 11@17c. per lb.; week's receipts, 6,571. Veal calves in good request and quoted up to 9@13c. per lb.; receipts, 1,267. Sheep and lambs plenty and active at 5@6¾c., and 8@8¾c., respectively, per lb.; receipts, 33,792. Swine less sought after and quoted back to 8¾@10-7-16c. per lb.; receipts, 16,803. At the regular auction sale of Scranton Coal on Wednesday, 59,000 tons were disposed of at advanced prices, ranging from 5.15 @6.90 per ton of 2,240 lbs. deliverable at Elizabethport. N. J. Foreign merchandise has been moderately active and generally firm. The total imports of foreign dry goods, last week, were \$1,898,500, and the total amount marketed \$2,042,611. The value of foreign merchandise imported last week, was \$2,200,001—making the grand total specie value of last week's imports of dry goods and merchandise, equal to \$4,098,501, against \$4,114,806 same week last year; from Jan. 1, 1868, \$189,183,920, against \$200,625,299 same time in 1867. The freight market has been quoted firmer, on a moderate business. For Liverpool we quote flour at 2s. by sail, and 2s. 6d. by steamer, per bbl.; grain at 7@7½d. by sail, and 8@9d. by steamer, per bushel; cotton at 2½d. by sail,

and $\frac{1}{2}$ d. by steamer, per lb.; and heavy goods at 20s.@30s. by sail, and 25s.@40s. steamer, per ton. Total number of vessels in port on Wednesday, 531.

The New York exports, exclusive of specie, for the week ending Sept. 29, and since the beginning of the year, compare as follows:

	1867.	1868.
For the week.....	\$3,330,163	\$2,686,708
Prev. reported.....	133,572,340	120,294,772

Since January 1.....\$136,90,503 \$121,981,480

The imports for the week ending September 26, and since the beginning of the year, have been as follows:

	1867.	1868.
Dry goods.....	\$1,862,594	\$1,898,500
Gen. merchandise.....	2,252,212	2,200,101

Total for the week....\$4,114,806 \$4,098,601
Previously reported....185,896,305 182,795,523

Since January 1.....\$190,011,111 \$186,894,124

The balance in the Sub-Treasury on Wednesday was \$94,499,990 11.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Georgia 7s, 92; N. Y. State 7s, Bounty Loan, reg., 108½; Indiana 6s, 97; Brooklyn 6s, W. L., 96½; Lackawanna and Western 1st mort., 96; Am. Dock and Imp. Co., 95; Toledo, and Wabash Equipment bonds, 76; Third Avenue R. R., 180; Dubuque and Sioux City R. R., 101; do., pref., 93; Indianapolis and Cincinnati R. R., 51½; Adams' Express Co., 52½; Wells-Fargo Exp., 31; American Exp., 49; U. S. Exp., 49; Merchants' Union Exp., 24½; Mariposa Mining Co., 5; do., pref., 13¼; do., 1st mort., 18; Western Union Telegraph, 34; Boston Water Power Co., 15; Manhattan Gas, 225; Fourth National Bank, 105; Bank of Commerce, 123½; Metropolitan Bank, 141; Central National Bank, 108; Continental Bank, 102; Manuf. and Merchants' Bank, 101; Am. Ex. Bank 121; Irving Bank, 118; Nassau Bank, 107; Corn Ex. Bank, 128; Phoenix Bank, 108; Consolidated Gregory, 4.35; Grass Valley, 0.40; Montana, 0.52; New York, 1.10; Quartz Hill, 1.00; Rocky Mt. Gold, 0.06; Rynd Farm Oil, 0.24; Smith and Parmalee, 5.10; United States petroleum, 2.00; Wallkill Lead, 0.05.

Philadelphia.—Belvidere Delaware 2d mort., 84; do., 3d mort., 78; Phila. and Reading 6s, 1844-'80 91½; Pemberton and Hightstown R. R. 7s, 100; Connecting R. R. bonds, 86; Camden and Burlington Co., 6s, 90; Oil Creek and Allegheny R. R. bonds, 82½; West Jersey R. R. 6s, 93; Penn. and N. Y. C. 7s, 94½; Camden and Atlantic pref., 21; Phila. and Trenton R. R., 128; Tenth and Eleventh streets R. R., 70½; Schuylkill Nav. 7s, Boat Loan, 72; Pittsburg 6s, 90; Penna. coupon 5s, 98½; Alleghany county 5s, 74½; N. Y. and Middle Coal Fields, 3½; Shamokin Coal, 6; Big Mt., 5¼; Ocean Oil, ½; Keystone Zinc, 1¼; Manufacturers Bank, 32; West Phila. Bank, 65; Mechanics Bank, 32½; Farmers' and Mechanics' Bank, 130¼; Girard Bank, 62. The latest quotations are: City 6s, 100¾@101; do., free of tax, 103@103¼; State 5s, reg., 100@101; do., coupon, 98@99; do., 6s, W. L., 102½@102¾; do., 1st series, 104¾@105; do., 2d series, 105¾@106; do., 3d series, 108¾@109; Reading, 46¾@46¾; [do., 6s, 1870, 105¼@105½; do.,

bonds, 91@92; Camden and Amboy, 128@128¼; do., mort. 6s, 1889, 97@97½; do., 1883, 88@88¼; Penn. R. R., 55¾@56; do., 1st mort., 100½@100¾; do., 2d mort., 98½@98¾; Little Schuylkill R. R., 44½@44¾; Morris Canal, 30@34; do., pref., 71@75; do., bonds, 87@90; Wyoming Valley Canal, 30@40; do., 6s, 80@81; Susquehanna Canal, 14@15; do., 6s, 56@58; Sch. Nav., 10@12; do., pref., 20@20¼; do., 6s, 1882, 69@70; Delaware Div. Canal, 47@50; do., bonds, 80@81; Elmira and Williamsport, 30@31; do., pref., 41@45; do., 7s, 1873, 92@94; do., 5s, 61@63; Lehigh Coal and Navigation, 23½@23¾; do., R. R., Loan, 84@85; do., Gold Loan, 90@90¼; North Pennsylvania, 35@36; do., 6s, 90@91; Philadelphia and Erie, 25@25½; do., 6s, 91¼@92; Minehill, 57@57½; Catawissa, 9@10½; do., pref., 33¼@33½; Lehigh Valley, 55¾@55¾; do., bonds, 96@99; Fifth and Sixth streets, (horse), 36@36; Second and Third, 50@51; West Philadelphia, 64@66; Spruce and Pine, 22@23½; Green and Coates, 31@—; Chestnut and Walnut, 46@48; Thirteenth and Fifteenth, 15@16; Girard College, 25½@26½; Tenth and Eleventh, 70@73; Union, 41@43; Hestonville, 10¾@10¾.

Boston.—Central Pacific R. R. 7s, 109¾; Ogdensburg and Lake Champlain Equipment 8s, 1878, 102½; Burlington and Missouri River R. R. 7s, 91¼; Summit Branch R. R., 25; do., 6s, 1870, 93¾; Western R. R. 6s, 1875, 98½; Ogdensburg 1st mort., 100; Vermont Central 1st mort. consol., 79; do., 2d mort., 40; Old Colony and Newport 6s, 96½; Cheshire R. R. 6s, 1877, 96; Boston, Hartford and Erie 7s, 1884, 78½; New Bedford and Taunton R. R., 107¼; Rutland pref., 80; Connecticut and Passumpsic Rivers pref., 91; Boston Water Power Co., 15½; Cary Imp. Co., 10½; Short Mt. Coal, 16¼; Ophir (N. S.) gold, 1; Glendon Iron Co., 75¼; New Hampshire 6s, 1870, 99½; Massachusetts 5s, 1875, gold, 125; Boston 5s, 1886, gold, 113; do., 1874, 115½; Portland 6s, 1872@1887, 97¼; do., Building Loan, 100; Chicago 7s, 1892, 99½; do., School Fund, 99½; do., sewerage, 99¾; do., Tunnel, 99; Cincinnati 7 3-10s, 103½; St. Louis 6s, Harbor Imp., 85½; Salem 6s, 1883, W. L., 100½; City National Bank, 103; Eliot National Bank, 110; Everett National Bank, 107½; First National Bank, 105; Globe National Bank, 127½; Hamilton National Bank, 122¼; Hide and Leather National Bank, 95; Merchants' National Bank, 121; Market National Bank, 108; Maverick National Bank, 107; North National Bank, 115½; National Bank of Redemption, 118; National Bank of Commerce, 124¼; Old Boston National Bank, 68; Pawners' National Bank, 105; State National Bank, 104; Shoe and Leather National Bank, 127; Traders' National Bank, 101½; Third National Bank, 106¼; Union National Bank, 125¼; Webster National Bank, 113; Allouez Mining Co., 7¾; Calumet, 58; Eagle River, 37½c.; Hancock, 4¾; Hungarian, 1¼; Humboldt, 70c.; Mesnard, 50c.; Native, 75c.; Petherick, 1; Pontiac, 45c.; St. Clair, 87½c.; Winthrop, 62½c.

Baltimore.—Virginia 6s, old, 46¾; do., 1866, 48½; do., 1867, 47; Balt. and Cubd S. & M. Co., 49½; Union Bank, 58½; Third National Bank, 106½; Mechanics' Bank, 11½; Bank of Commerce, 26½; Franklin Bank, 14½. The latest quotations are: Balt. and Ohio, 122¾@123;

do., 6s, 1875, 97½@98; do., 1880, 97@98; do., 1885, 99½@100; Northern Central, 49@49½; do., bonds, 1885, 86@86; do., 1900, 87@89; Parkersburg Branch, 25¼@25¾; N. W. Va., 1st mort., 96@—; do., 2d mort., 92@—; do., 3d mort., 1873, 91@92; do., unguaranteed, 20@—; Marietta and Cincinnati 7s, 1891, 91½@92; do., 2d mort., 76¾@77; Central Ohio, 31@35; do., 1st mort., 85@85½; Western Md. 6s, 1890, 82@84; do., guar., 92@94; do., 2d mort., guar., 92@—; Richmond and Danville bonds, 72½@73½; Baltimore 6s, 1875, 98¼@98½; do., 1886, 96½@97; do., 1890, 95¼@96; do., 1893, 96½@97; do., 6s, 1838-'70, 80@—; City Passenger R. R., 18¼@18½; George's Creek, 50@54; Santa Clara, 1.50@3.00; Atlantic Coal, 1.40@1.50.

TO CAUTIOUS INVESTORS.—THE FIRST MORTGAGE THIRTY YEAR SIX PER CENT. Gold Bonds of the Central Pacific Railroad Company, based upon the most valuable portion of the main line to and from the Pacific coast, are believed to possess advantages and assurances shared by no other corporate securities. More than 350 miles are now completed, and the whole road will be finished within a year. The local traffic is already very large and growing. The bonds can be had at 103 and accrued interest, in currency. For sale by

FISK & HATCH,
Bankers, &c., 5 Nassau-st., N. Y.

PRINCIPAL AND INTEREST IN GOLD.

THE FIRST MORTGAGE FIFTY YEAR SEVEN PER CENT. SINKING FUND COUPON BONDS of the Rockford, Rock Island and St. Louis Railroad Company, principal and interest payable in GOLD COIN, free of Government tax, are for sale at the office of the Company, No. 12 Wall street, at 95 per cent. and accrued interest in currency.

At the present price of gold the bonds pay an income of over ten per cent.; and, in the estimation of the Company, they are the cheapest first-class security offered in the market.

Pamphlets giving further information may be had at the office.

Government and other securities received in exchange at market rates.

H. H. BOODY, Treasurer.

New York and Oswego Midland Railroad.

This company having contracted for the grading, etc., of about 37 miles of their main line in Fulton County, (125 miles, from Oswego to Sidney Plains, having been previously let,) are again calling for proposals for the grading, masonry and bridging of 63 miles in Delaware and Sullivan Counties. This work will be awarded on the 30th inst., when the whole line from Oswego to Middletown, on the Erie Railroad near the New Jersey State line, will be under contract, except about twenty miles in Delaware County. The officers of the company expect to have the road from Oswego to Sidney Plains, the junction with the Albany and Susquehanna road, in running order next fall, and the whole line from Oswego to New York completed within two years.

The citizens of Bath, Me., have decided in favor of a bridge across the Kennebec river to connect with the Knox and Lincoln Railroad. It is to be located in the vicinity of Winslow's Hook;

Canadian Railways.

The earnings of the Canadian Railways in August, 1867 and 1868, were as follows:

	1867.	1868.
Great Western	\$270,183	\$260,017
Grand Trunk	600,799	627,713
Welland	4,404	7,608
Northern	59,606	49,295
Cobourg, Peterboro' and Marmora	7,255	2,506
Brockville and Ottawa	10,213	14,115
St. Lawrence and Ottawa	9,518	9,349
New Brunswick & Canada	7,549	10,837
European and N. American	15,517	16,460
Nova Scotia	22,006	25,848
Totals	\$1,007,050	\$1,023,748

Commerce of the United States.

A few days ago we gave from the Bureau of Statistics a summary of the foreign commerce of the country for the last fiscal year. We have now compiled our usual monthly table with fuller details, which will be interesting to our readers. The totals are subject to further correction, and this is one of the most trying incidents of the statistics of that bureau, that with each additional month's return we are obliged to go back through the whole year and correct the figures already printed. We have now brought forward all the changes reported, and give the official statement for the entire period under review, the compilation being our own, and made with much care and labor.

IMPORTS INTO THE UNITED STATES.

	Dutiable Mdee.	Free Mdee.	Specie.	Total.
July.....	\$31,982,542	\$1,255,249	\$1,197,893	\$34,435,684
Aug.....	31,905,788	1,419,676	1,175,831	34,501,295
Sept.....	29,098,714	1,473,521	1,199,606	31,771,841
Oct.....	27,986,431	1,390,631	1,262,189	30,639,251
Nov.....	24,022,927	1,462,826	329,203	25,814,956
Dec.....	19,263,448	1,219,873	984,924	21,468,245
Jan.....	20,374,657	1,096,976	782,724	22,254,357
Feb.....	26,914,091	1,073,342	801,616	28,789,049
Mar.....	35,765,908	1,240,415	2,175,584	39,171,907
Apr.....	31,584,118	1,337,416	1,453,563	34,375,097
May.....	31,950,311	1,440,326	834,512	34,225,149
June.....	30,418,868	1,366,900	1,337,438	33,112,906
Total....	\$341,257,803	\$15,766,851	\$13,535,083	\$370,559,737

The above are all specie values, the imports being given at their foreign gold cost, freight and duty not included. The following are mostly currency values, and taken from the Custom house records:

EXPORTS FROM UNITED STATES TO FOREIGN PORTS.

	Domestic Mdee.	Foreign Mdee.	Specie.	Total.
July.....	\$26,770,027	\$699,500	\$16,898,466	\$44,367,993
Aug.....	21,918,970	1,040,978	3,494,477	26,454,425
Sept.....	20,198,539	1,152,147	4,346,002	25,696,688
Oct.....	27,202,666	1,080,030	3,747,471	32,030,167
Nov.....	35,379,519	953,265	2,494,111	38,826,895
Dec.....	35,157,156	830,564	9,710,887	45,698,607
Jan.....	35,703,243	940,827	8,137,214	44,781,284
Feb.....	37,891,263	695,653	4,431,032	43,017,948
Mar.....	40,750,431	1,170,211	4,712,167	46,632,799
Apr.....	36,000,964	1,063,028	8,655,882	45,719,874
May.....	32,603,935	1,296,344	16,235,363	50,135,642
June.....	20,356,874	1,220,548	12,636,226	34,213,648
Total....	\$369,933,587	\$12,143,095	\$93,699,288	\$475,775,970

In order to reduce the whole of these figures to specie values we adopt the ratio given by Mr. Delmar, the Director, and compile the year's summary by that standard:

Imports merchandise, 12 months	\$357,024,654
" specie	13,585,083

Total imports	\$370,559,737
Exports dom. mdee., net.....	\$268,678,208
" foreign mdee.....	12,143,095
" domestic specie.....	83,661,161
" foreign specie.....	10,038,127

Specie value of exports	374,520,591
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Excess of exports.....	\$3,960,854
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This gives an apparent excess of exports equal to about four million dollars. The puzzle which troubles many of those who exercise themselves about the balance of trade is in offsetting the

Government bonds which are sent out to Europe on orders or for sale. If they are really shipped in such large amounts, what pays for them? One item is undoubtedly the annual charge for interest. If the entire indebtedness of the United States to all foreign countries, including dividend paying stocks held by foreigners, bonds of every description, and capital otherwise advanced, amount to eight hundred millions, then about fifty millions will be required for annual interest and dividends, and this will represent a large part of the yearly increase of our foreign indebtedness by the transmission of new securities.—*Journal of Commerce.*

Journal of Railroad Law:

WHEN RAILROAD COMPANY LIABLE TO WIDOW FOR DEATH OF HER SON, CAUSED BY NEGLIGENCE OF THE COMPANY.—RULE OF DAMAGES.—NURSING, MEDICAL ATTENDANCE AND FUNERAL EXPENSES PROPER ELEMENT OF DAMAGES.

The facts in the late case of Penn. R. R. Co., vs. Bantom, 54 Penn. st., 495, were that Lewis, a boy of 13 or 14 years, and the son of Mrs. Bantom, a widow, was struck, while crossing the railroad in a wagon, by the engine and died from the injuries he received. The accident was alleged to have resulted from the negligence on the part of the agents of the railroad.

The opinion of the court was delivered by Woodward, C. J.—The defendant's points on the trial below and the argument here, may be reduced to this single proposition—that inasmuch as any plaintiff who sues for an injury resulting in the death of another, is only entitled to recover an indemnity for pecuniary losses, and inasmuch as a widowed mother has no legal right to the services of a minor son, therefore the measure of her damages is only reasonable compensation for nursing and medical attendance of the deceased. The answer to the argument is the Act of 26th April 1855, Purd. 754, which declares that the "persons entitled to recover damages for any injury causing death shall be the husband, widow, children or parents of the deceased, and no other relation."

Now here is no limitation of damages to nursing and medical attendance. The legislature did not undertake to define the damages, and yet the power of a widowed mother to recover damages for the injury causing the death of her son is expressly given. What damages? Such as a court and jury, in view of all circumstances, should consider reasonable. If this was not what the Legislature meant, their meaning is past finding out. Both parents are grouped among the persons entitled to recover damages, and by necessary implication the same damages, or damages estimated by a common standard. If the father could recover for loss of the son's services, which is a conceded point, the legislature have imparted the same capacity to the mother, and she may show what they were worth to her; as if she had acquired right to them by arrangement and contract, if not by law, and of course how much she was pecuniarily injured by this untimely taking off.

Thus far the legislature have compelled us to go. We keep step with them and limit the mother's right to a case of death and not of maiming, because they have changed the rule of the common law no further than this. Where the injury does not result in death, we decided at the present term, in *Railway Co., vs. Stutler*, 54 Penn. st., 375 that the mother has no right of action

for the loss of her son's services, but where it does result in death, we sustain the action by virtue of the Act of Assembly. For the discrepancy of these rules we are not responsible.

Nursing and medical attendance before the death and funeral expenses afterward, are proper elements of estimate, but the value of services lost is equally legitimate since the statute. There was therefore no error in negating the points, and the judgment is affirmed.

West Wisconsin Railroad.

We have the pleasure of announcing to the people of Northwestern Wisconsin, that the first rails on the West Wisconsin Railroad have been laid, nearly half a mile of the road already constructed, and with the army of hands now at work can be pushed rapidly ahead, and completed to Black River Falls inside of one month. It is confidently expected that under the skillful management of the experienced overseers now employed, the work will be pushed at the rate of at least one mile a day. There is at this place already, a sufficient quantity of iron to lay several miles of the road, and the remainder will be on hand as soon as it is required. The road is to be a continuous track, and when completed will be one of the best roads in the Northwest.

This road opens the best pine country in Wisconsin, and also the extensive farming lands of the northwestern counties, and when completed, will do an extensive freight and passenger business, and prove one of the best paying roads in the state.—*Tomah Journal.*

The Hoosac Tunnel.

The Governor and Council have ordered that the bid of Messrs. Carpenter, Odiorne & Gardner for a contract for the completion of the work upon the Hoosac Tunnel be rejected, they having failed to comply with the condition required. They have also ordered the Commissioners to stop all excavation in the Tunnel at East End, and at the East Heading at the West Shaft. Messrs. Carpenter, Odiorne & Co., have petitioned the Supreme Court for a writ of mandamus to compel the Governor and Council to accept a bond for the performance of the contract alleged to have recently been made with the Commonwealth in reference to the completion of the Hoosac Tunnel. The Governor and Council, it will be remembered, required a deposit of bonds to the amount of \$500,000. Judge Colt refused to grant the petition on the ground that it was by no means settled that the Court ought in any case to compel another branch of the government to discharge an official duty devolving upon them by the laws of the Commonwealth, and also that the petition in connection with the statute to which it refers did not show a binding contract between the petitioners and the Commonwealth.

Pittsburg and Connellsville Railroad.

The contract for the finishing of the various sections of the Pittsburg and Connellsville Railroad through to Cumberland Valley will be let as soon as practicable, the proposals having ceased on the 20th, and as the terms of the contract make it bounden upon those receiving the same to commence work one month after the closing of such contract, we may confidently expect to see the work fairly inaugurated this fall.

The directors of the Maine Central Railroad have decided to extend the line to Portland, and a survey will be made at once. A charter for the extension was granted by the Legislature of 1867.

Portland and Ogdensburg Railroad.

A meeting of the friends of this enterprise was held in Portland on the 28th ult. The managing agent, Samuel J. Anderson gave an extensive, accurate account of the route proposed, and the committee's recent examination of it and its important connections and advantages, showing its superiority as a great Western route, as to distance as well as connections, even over other proposed routes. The great development of the West, and the necessity for an outlet for its vast products, was referred to, and the benefit in store for Portland as the Eastern American terminus of the great highway to Europe was presented. Vermont has subscribed forty per cent. of the cost of the section in that State, and Maine is called upon to do as well. Portland, we believe, has subscribed \$750,000, and other towns, \$150,000, leaving some \$300,000 to be obtained from individuals, to complete the required amount needed to build the road to the Connecticut River. A committee of fifteen was appointed to solicit subscriptions.

Marginal Freight Railway.

A final hearing on the subject of the location of the Marginal Freight Railway was had in Boston at the office of the Superintendent of Streets on the 28th ult.; and at the regular weekly meeting of the Board of Aldermen on that day an order was unanimously passed that permission be given to the company to lay down tracks in the following streets of the city, viz: Lincoln, Tufts, East, Cove, Beach, Federal, Broad, India, the street east of the Custom House, Commercial, Causeway, Andover, Minot and Lowell, as authorized by chapter 170 of the acts of the Legislature of Massachusetts, of 1867—the whole work of constructing said tracks, and the position of the same in the streets, to be under the direction of the Committee on Paving and the Superintendent of Streets, and approved by them.

Dorchester and Delaware Railroad.

This road, running from Seaford, Delaware, to Cambridge, Maryland, is completed five miles beyond Federalsburg, and it is said will be finished to New Market by the last of next month. This will be considerably more than half the whole length of the road, and indicates very satisfactory progress indeed. The company has contracted for a new engine to cost ten thousand dollars; it is to be called the "Wilson Byrne," after the President of the road.

The Paterson and Little Falls Horse Railroad Company will receive proposals until the 5th inst., at noon, for the construction of about 13 1/4 miles single track horse railway, with turnouts, at Paterson, N. J. Plans and specifications will be exhibited at the office of H. Hockenberry, Esq., Superintendent, 15 Main street, Paterson.

The Grand Rapids *Eagle* says that several car loads of iron have been received for the Grand Rapids and Indiana Railroad, and that track laying will be soon commenced in good earnest. One half the road between Grand Rapids and Kalamazoo is ready for the iron—nine miles on the north and fourteen miles on the south end.

The Chicago *Railroad Gazette* says that the Des Moines Valley Railroad Company has secured the means necessary to build and equip their road from Des Moines to Fort Dodge.

Paterson and Newark Railroad.

The Binghamton *Republican* says that the new President of the Erie Railway Company has recently consummated a bargain which must exercise an important influence on the business of this road, and bring about a revolution in railroad management in the State of New Jersey. He has leased for a term of years the Newark and Paterson Railroad, and acquired with it the power to extend the track to the city of New York, and to the south or southwest.

The road thus leased is apparently an insignificant affair. It is less than fourteen miles long, but its franchise contains the clause empowering the building of branch roads, "in order to connect said road with other road or roads running to the Hudson, or to the south or southwest." By his contract, Mr. Gould has obtained a fork of the Erie Railway from Paterson to Newark. The business thus obtained is greater than is often supposed. Newark does more manufacturing than Pittsburgh, and the Erie Railway acquires a large share of the trade. The station of the company in that city is right in the very heart, while the other roads only touch it—on the outskirts.

Connecticut Western Railroad.

A meeting of Hartford capitalists was recently held to consider the subject of the new Connecticut Western Railroad. Charles R. Clapman, Mayor of Hartford, was Chairman. Mr. Barnes, a railroad engineer, made a statement in regard to the probable cost of the road, calculated after a careful survey. The distance from State line, the western terminus, to Hartford is nearly 66 miles, and the cost of building and equipping the road be estimated at \$259,000. The route skirts along the northern line of the State. For the first three years the company agree to pay six per cent., hoping that by that time it will be a paying road, and 45 miles of it are already under contract. The towns on the route will subscribe liberally, and it was voted to request the selectmen of Hartford to call a meeting to see what action the people of that city will take upon a proposition to take \$500,000 of the stock.

Iowa Central Railroad.

Henry M. Clement, of Eddyville, agent for collecting the stock subscribed to the Iowa Central Railroad, has published a circular which shows that the right of way for the entire line has been secured; the subscription books show enough stock to complete the grade from Oskaloosa to the State line; there is already about 50 miles of grading south of Oskaloosa, and about 40 miles north of that point; a good commencement for a bridge across Des Moines river, and the company has expended over \$200,000 in grading from Oskaloosa to the State line.

The Monongahela Valley Railroad Company having completed the survey of their road, and obtained letters patent from the Governor, will hold an election for officers on the 14th inst., at the office of T. W. Briggs, Pittsburg. J. B. Stilley is Chief Engineer.

The Cleveland, Wooster and Zanesville Railroad Company has been organized with Gen. J. S. Casement as President.

The contractors on the Knox and Lincoln Railroad are progressing finely with their work.

Boston, Hartford and Erie Railroad.

The engineers employed in the construction of the Boston, Hartford and Erie Railroad have had various sections of the road assigned to them, as follows: Mr. Emil David, late of the Allegheny Valley Railroad, of Pennsylvania, has the first eight miles, running west from Waterbury to Towantic Summit; headquarters near Millville. Mr. Charles E. Webster, late of the Lehigh and Susquehanna Railroad, of Pennsylvania, the next eight miles; headquarters at Southbury. Colonel L. J. Wright, late of the Allegheny Valley Railroad, the next eight miles, reaching to Hawleyville, on the Housatonic Railroad; headquarters at Sandy Hook. Mr. John K. Brown, principal assistant engineer, retains his office at Waterbury.

Hudson Highland Suspension Bridge.

The surveys for the Hudson Highland Suspension Bridge have been completed, including in the examinations both banks of the Hudson River, from Verplanck's Point to Buttermilk Falls. The plans have been prepared with detailed maps of everything necessary to form an opinion of the best place to locate the bridge, and a board of engineers has been convened to decide upon the location. It is understood that arrangements have been made with capitalists under which the work is to be commenced at once.

Union Central Railroad.

Proposals will be received until the 10th inst., for the grading, masonry and bridge work on the Western Division of the Union Central Railroad, extending from Tamaqua westwardly. Also, the Middle Division, from Tamaqua eastward to the Summit, between the Schuylkill and Lehigh rivers. Also, the Eastern Division from said Summit, through the Mahoning Valley to the Lehigh river. Proposals may be made for the whole or a portion of the work in sections or divisions. Address J. W. Geary, Engineer, Pottsville, Pa.

American Central Railroad.

The Galva *Union* says that the first ten miles of the American Central Railway are graded, ready for the ties and iron. On the 10th of October eighteen miles more of the grading will be finished. This will bring the work to within four miles of Viola. At or near Viola there is considerable grading to do. The whole of the grading from Galva to New Boston will be finished by the 15th of November. The ties, iron, and bridges are expected to commence arriving at Galva by the 10th of October and the road be in operation from Galva to New Boston by the 1st of January next.

The Hastings (Minn.) *Union* announces the arrival at that place of a quality of iron for the Hastings and Dakota Railroad, and that the track-layers have commenced their work, anticipates that the cars will be running by the first of November.

C. C. Gilman, President of the Iowa River Railroad Company has removed from Dubuque to Eldora, where the offices of the company are established.

The Minnesota Valley Railroad is completed to Stony Creek, about half way between St. Peter and Mankato.

The route of the Lawrence, Olathe and Kansas City Railroad is being surveyed and it is thought that it will be completed at an early day.

The Boston *Traveler* says that the Council have decided to reduce the amount of securities required on the part of bidders for completing the Hoosac Tunnel from \$500,000 to \$150,000. If this prevails the lowest bidders, whose contract was rejected on the ground that sufficient securities had not been offered, may renew their application, as they are ready to furnish this amount.

Mr. J. C. McMullen, Assistant General Superintendent of the Chicago and Alton Railroad, has been appointed General Superintendent—Mr. Blackstone resigning the Superintendency only that he may give his whole time to his duties as President.

The gross receipts of the Philadelphia and Reading Railroad for the month of July, 1868, were \$314,472, against \$864,636 in July, 1867—a decrease of \$550,164.

A meeting to consider and act upon the question of raising the means to construct the line of the New Hampshire Central Railroad across the State of New Hampshire, from the boundary of Maine, through the valley of the Ossipee River, to the line of the Northern Railroad at Danbury, was held at West Ossipee on the 22d ult.

The Louisville *Journal* states that the Ohio River Bridge Company have nullified the contract for their bridge at that place, because the contractors were not proceeding rapidly enough with the work. The building will go on under the auspices of the company.

The Dixon *Telegraph* says it is probable that a section of the Dixon, Peoria and Hannibal Railroad will be early put under contract, from Yates City to Buda, on the Chicago, Burlington and Quincy Road, a distance of about forty miles.

English Copper Co. Rails.

1,500 TONS of this well-known make, 56 lbs. per yard, "Erie" pattern, here and to arrive, for sale by

HEYERDAHL, SCHONBERG & CO.,
22 William street, New York.

2,000 TONS FISH-BAR RAILS, 56 lbs. per yard, of approved English make and section, for sale to arrive at this port.

Destination can be changed to Southern port if desired.
HEYERDAHL, SCHONBERG & CO.,
22 William street, New York.

PROPOSALS FOR \$40,000 MARKET STOCK.

Sealed proposals will be received at the Comptroller's office until Tuesday, October 20, 1868, at 2 o'clock P. M., when the same will be publicly opened, for the whole or any part of the sum of forty thousand dollars of market stock authorized by chapter 203, Laws of 1868, and by an ordinance of the Common Council, approved by the Mayor September 25, 1868.

Said stock is to be issued for the purpose of providing means for the completion of the market upon the land lying between Sixteenth and Seventeenth streets and avenue C and East River, and will bear interest at the rate of seven per cent. per annum, payable semi-annually, on the 1st day of May and November, in each year, and the principal will be redeemed on the 1st day of May, 1897.

The proposals will state the amount of stock desired and the price per one hundred dollars thereof, and the persons whose proposals are accepted will thereupon be required to deposit with the Chamberlain the sums awarded to them respectively, together with any premium thereon.

On presenting to the Comptroller the receipts of the Chamberlain for such deposits, the parties will be entitled to receive certificates for equal amounts of the par value of the sums awarded to them, bearing interest from the dates of payments.

Each proposal should be sealed and endorsed "Proposal for market stock," and enclosed in a second envelope, addressed to the Comptroller.

The right is reserved to reject any or all of the bids if the interests of the corporation require it.

RICHARD B. CONNOLLY, Comptroller.
CITY OF NEW YORK, DEPARTMENT OF FINANCE, September 28, 1868. 340

PROPOSALS.

NOTICE TO RAILROAD CONTRACTORS.

OFFICE NEW YORK AND OSWEGO MIDLAND RAILROAD COMPANY,
ONEIDA, N. Y., September 14, 1868.

SEALED PROPOSALS will be received at the Office of the Company in Oneida, N. Y., until the 30th day of October, 1868, at noon, for the GRADING, MASONRY and BRIDGING of that portion of the New York and Oswego Midland Railroad, extending from Sidney Plains to the village of Walton, in Delaware County, a distance of about 22 miles. Also, for that portion of the line from Westfield Plate to Centerville, in Sullivan County, a distance of about 25 miles.

Proposals will also be received at the same time and place, for the Grading, Masonry and Bridging of the Delhi Branch, extending from the Main Line at Walton to Delhi, in Delaware County, a distance of about 16 miles.

The company will entertain separate proposals for Bridging only, both on the Main Line and Branch.

Plans, Profiles and Specifications will be ready for examination at the office of the Resident Engineer, in the village of Walton, for that portion of the line in Delaware County, including the Delhi Branch, on and after the 20th day of October next, and also at the office of the Resident Engineer in Middletown, Orange County, for that portion of the line in Sullivan County, at the same date.

Contractors who may desire to examine the work will receive all necessary information at the respective offices of the Resident Engineers above named.

D. C. LITTLEJOHN, President.
W. B. GILBERT, Chief Engineer. 5t39

COLUMBUS, CHICAGO AND INDIANA CENTRAL RAILWAY COMPANY, No. 57 BROADWAY,
NEW YORK, Sept. 25, 1868.

THE INTEREST COUPONS FROM THE FIRST Mortgage Bonds of the Chicago and Great Eastern Railway Company, due Oct. 1; also the Interest Coupons from the Consolidated First Mortgage Bonds of the Columbus, Chicago and Indiana Central Railway Company, due Oct. 1, will be paid on and after that date, less Government tax, upon presentation at this office.

B. E. SMITH, President.

TEN NEW DUMP CARS, For Coal, Ore, or Gravel.

Body 11+8. Corner Posts, Bottom and Sides of Iron. 33 in. wheels. Gauge 4 ft. 8½ inches. Can be delivered in ten days.

WILLIAMS, PAGE & CO.,
91 Water st., Boston.

HERMANN BOKER & CO., NEW YORK;

Agents for

Funcke & Elbers Steel and Iron Works,

HAGEN, PRUSSIA.

Specialty:

Puddled Steel Rails.

Do., with fibrous iron flanges.
Do., with Steel to the neutral axis.
Do., fish-joints.

All the F and E Rails are guaranteed as to abrasion, perfect weld, and

Absolute Safety Against Breaking.

(If required a five-fold exchange guaranteed against breakage.) 6m39

Two New First Class Passenger Cars.

Monitor or Raised Roof, can be finished with or without Saloons—will be ready for delivery the 1st of December. Gauge 4 ft. 8½ in. Seat 60 Passengers.

WILLIAMS, PAGE & CO.,
4t37 91 Water st., Boston.

Steel and Iron Rails, American, English & German,

FROM WORKS, YARD OR
EUROPEAN SHIPPING PORT,

For sale by

HEYERDAHL, SCHONBERG & CO.,
Successors to Heyerdahl, Kettell & Co.,
22 William st., New York.

To Railroad Companies.

We beg to call the attention of Managers of Railways and Contractors throughout the United States and Canada to our superior facilities for executing orders at manufacturers prices for all descriptions of both AMERICAN and FOREIGN

RAILROAD IRON.

We are always in a position to furnish all sizes, patterns and weight of Rail for both Steam and Horse Roads, and in any quantities desired, either for IMMEDIATE or REMOTE delivery, at any port in the United States or Canada, and always at the very lowest current market prices. We are also prepared to supply

BESSEMER STEEL RAILS,

of American and Foreign manufacture, rolled to any desired pattern and weight per lineal yard, and of approved lengths. Contracts for both IRON AND STEEL RAILS will be made payable in United States currency for American, and in either currency or gold (at the option of the buyer) for Foreign; when desired, we will contract to supply roads with their monthly or yearly requirements of STEEL OR IRON RAILS, taking their

OLD RAILS IN TRADE FOR NEW

furnished, receiving the difference in cash, and allowing the highest market price for their Old Rails, and, if necessary, receiving the latter after the delivery of the New Rails.

Orders for Foreign Rails, both Steel and Iron, will be taken for transmission by Mail or through the Cable to our

LONDON HOUSE,

58 OLD BROAD STREET,

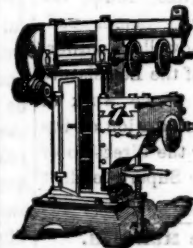
for execution at a fixed price in Sterling, or on commission at the current market price abroad when the order is received in London; shipments to be made at stated periods to ports in America, and at the lowest possible rates of freights. Address

S. W. HOPKINS & CO.,

69 & 71 Broadway, New York.

UNION VISE COMPANY,

61 Water Street, Boston, Mass.



Pipe, Extra Jaw, and Heavy Vises warranted for Blacksmiths' and heavy work. New style Wood Vise. Covered Screw Vises—Forty styles and sizes constantly on hand. Standard Milling Machines—simple, easily adjusted, great capacity, power and strength—three sizes: large, 2,300 lbs.; medium, 1,600 lbs.; small, 950 lbs. For sale by the trade.

G. H. NOTT, Pres't.

A. H. BRAINARD, Supt.

Godeffroy Brancker & Co.

42 Exchange Place, New York,

are prepared, as Sole Agents in the United States for the Prussian Mining and Iron Co., of Duisburg, Westphalia, to contract or sell in quantities to suit purchasers (delivered in either New York or Philadelphia) the celebrated

V. H. SPIEGELEISEN

used so extensively for the manufacturing of

Bessemer Steel.

This iron is free from Sulphur and Phosphorous, and contains a heavy percentage of Manganese. The above are also ready to contract for, or sell to arrive,

STEEL RAILS

Manufactured by

G. ARNDT & CO.,

of Dortmund, for which latter firm they also have the Sole Agency in the United States.

For particulars, samples, prices, or chemical analysis will be promptly forwarded on application. 3m39

820 MILES OF THE UNION PACIFIC RAILROAD

Are now finished and in operation. Although this road is built with great rapidity, the work is thoroughly done, and is pronounced by the United States Commissioners to be first class in every respect, before it is accepted, and before any bonds can be issued upon it.

Rapidity and excellence of construction have been secured by a complete division of labor, and by distributing the twenty thousand men employed along the line for long distances at once. It is now probable that the

Whole Line to the PACIFIC will be Completed in 1869.

The Company have ample means of which the Government grants the right of way, and all necessary timber and other materials found along the line of its operations; also 12,800 acres of land to the mile, taken in alternate sections on each side of its road; also United States Thirty-year Bonds, amounting to from \$16,000 to \$45,000 per mile, according to the difficulties to be surmounted on the various sections to be built, for which it takes a second mortgage as security, and it is expected that not only the interest, but the principal amount may be paid in services rendered by the Company in transporting troops, mails, etc.

THE EARNINGS OF THE UNION PACIFIC RAILROAD, from its Way or Local Business only, during the year ending June 30th, 1868, amounted to over

Four Million Dollars,

which, after paying all expenses was much more than sufficient to pay the interest upon its Bonds. These earnings are no indication of the vast through traffic that must follow the opening of the line to the Pacific, but they certainly prove that

First Mortgage Bonds

upon such a property, costing nearly three times their amount,

Are Entirely Secure.

The Union Pacific Bonds run thirty years, are for \$1,000 each, and have coupons attached. They bear annual interest, payable on the first days of January and July at the Company's office in the City of New York, at the rate of six per cent. in gold. The principal is payable in gold at maturity. The price is 102, and at the present rate of gold, they pay a liberal income on their cost.

A very important consideration in determining the value of these bonds is the length of time they have to run.

It is well known that a long bond always commands a much higher price than a short one. It is safe to assume that during the next thirty years, the rate of interest in the United States will decline as it has done in Europe, and we have a right to expect that such six per cent. securities as these will be held at as high a premium as those of this Government, which, in 1857, were bought in at from 20 to 25 per cent. above par. The export demand alone may produce this result, and as the issue of a private corporation, they are beyond the reach of political action.

The Company believe that their bonds, at the present rate, are the cheapest security in the market, and the right to advance the price at any time is reserved. Subscriptions will be received in New York

At the Company's Office, No. 20 Nassau St.,

AND BY

John J. Cisco & Son, Bankers,
No. 59 Wall St.,

And by the Company's advertised Agents throughout the United States.

Remittances should be made in drafts or other funds par in New York, and the Bonds will be sent free of charge by return express. Parties subscribing through local agents, will look to them for their safe delivery.

A PAMPHLET AND MAP FOR 1868 has just been published by the Company, giving fuller information than is possible in an advertisement, respecting the Progress of the Work, the Resources of the Country traversed by the Road, the Means for Construction, and the Value of the Bonds, which will be sent free on application at the Company's offices or to any of the advertised agents.

JOHN J. CISCO, Treasurer, New York.
SEPT. 14, 1868.

Intercolonial Railway!

TO CONTRACTORS.

THE Undersigned is instructed by the Government of Canada to inform intending Contractors that at an early day orders will be invited for the execution of certain portions of the INTERCOLONIAL RAILWAY, between River du Loup and Rimouski, in the Province of Quebec, between Truro and Amherst, in the Province of Nova Scotia, and between Dalhousie and Bathurst, in the Province of New Brunswick.

It is intended to let the work in Sections or Divisions, ranging from 15 to 35 miles, according to the situation and local circumstances.

The surveys are now in progress, in part completed, and the object of this notice is to afford intending contractors ample opportunity of examining the ground at once.

The Plans, Profiles, Specifications, Conditions of Contract, Forms of Tender, and other documents required for the information and guidance of Contractors, are now being prepared, and when ready, of which due notice will be given, will be seen at the Railway Engineer's Office, in Halifax, St. John, Dalhousie, Rimouski, River du Loup and Ottawa.

SANDFORD FLEMING,
Chief Engineer.

Intercolonial Railway Office, }
Ottawa, Sept. 12, 1868. } 1440

WROUGHT IRON PIPE

For Steam, Gas and Water.

Every variety of Fittings

FOR STEAM AND GAS WORKS.

Steam and Gas Fitters' Tools

Of the most Improved kind.

IRON AND BRASS CASTINGS

Of every Description.

JAS. J. WALWORTH & CO.,
18 Devonshire st.,
Boston.

RAILROAD TIES.

Juniper and Cypress Railroad Ties of any dimensions for sale by

DARRELL & NASH,
83 Pearl street.

RAILROAD TIES.

100,000 Superior Oak, Chestnut, Pine and Hemlock Ties, 7, 8 and 9 feet long for Steam and Horse Railroads.

D. N. BEARDSLEY,
251 West street, N. Y.

THE

NOVELTY IRON WORKS,

NEW YORK,

FOOT OF 12TH STREET, EAST RIVER.

Steam Engines, Machinery, Iron
Steamers, and Vessels.

IRON AND BRASS FOUNDRIES FOR CASTINGS
OF LARGEST AND SMALLEST SIZES.

Copper and Brass Work of all Kinds.

Stationary, River, Marine, Side-Wheel and Propeller Engines;

Boilers, Boiler Iron Work, Tanks, Bulkheads, &c.;
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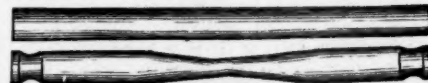
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